

ORDINANCE NO. 20201210-061

AN ORDINANCE ADOPTING FINDINGS; ADOPTING AND INCORPORATING INTO THE STREET IMPACT FEE PROGRAM UNDER CITY CODE CHAPTER 25 (*LAND DEVELOPMENT*) BY REFERENCE THE STREET IMPACT FEE LAND USE ASSUMPTIONS, ROADWAY CAPACITY PLAN, STREET IMPACT FEE SERVICE AREA BOUNDARIES, THE LAND USE VEHICLE-MILE EQUIVALENCY TABLE, AND THE STREET IMPACT FEES TO BE ASSESSED AND COLLECTED.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. FINDINGS.

- (A) Under Chapter 395, Texas Local Government Code, roadway (street) impact fees are neither taxes nor special assessments, but rather a regulatory tool that enables the City to offset the impacts of new development on the city's roadway network by collecting fees that are equal to or less than the costs of system roadway improvements attributable to such new development.
- (B) As a regulatory tool, the City may discount or exempt street impact fees for certain new developments in order to meet other important regulatory objectives.
- (C) Chapter 395 contains its own safeguards to assure that street impact fees that are collected from new developments can only be used for system facilities that are designated or eligible for funding under the roadway capacity plan. Similarly, any street impact fees that are not spent within a 10-year period within the service area in which the fees were collected must be refunded to the owner of the property containing the development from which the fees were collected. On the other hand, Chapter 395 expressly authorizes the City to charge less than the maximum assessable street impact fee per service unit.
- (D) The council has determined that it is in the public interest to recognize the actual differences in vehicular traffic that are generated in service areas inside the boundaries of State Highway 71 (SH 71), United States Highway S 183 (US 183), and State Loop 360 (SL 360) (Inside Loop Service Areas)

and outside such boundaries (Outside Loop Service Areas). For a given category of land uses, the trip lengths for Outside Loop Service Areas are different than for Inside Loop Service Areas. Correspondingly, for a given land use, the number of vehicle miles generated by a new development in the Outside Loop Services Areas is different than for a similar new development in Inside Loop Service Areas. These differences are reflected in the Land Use Vehicle-Mile Equivalency Table herein adopted.

- (E) The council has also determined that it is in the public interest to establish the collection rate for street impact fees at less than the maximum assessable rate determined by the Impact Fee Study for each service area. The council finds that charging the maximum assessable street impact fee per service unit initially may inhibit the location of new residential and non-residential developments within the city, thus impacting the economic and general welfare of the community. This determination recognizes the fact that other cities within the central Texas region that are competitive with Austin also set impact fees lower than the maximum assessable impact fee per service unit in an effort to attract new developments to their communities. On the other hand, the collection rate for street impact fees may have to be raised in the future in order to assure that there are sufficient funds in the street impact fee program to provide needed system roadway improvements.
- (F) The council also has determined that it is in the public interest to charge street impact fees at a uniform rate across all service areas rather to charge impact fees as a percentage of the maximum assessable street impact fee per service unit for each service area. While the City must calculate maximum street impact fees per service unit for each separate service area under Chapter 395, the constraints set by statute often do not take into account actual travel patterns within the city limits. The consultants and City staff thus calculated the average maximum cost per vehicle mile city-wide, approximately \$2,430 per service unit, which would result if the City were not obligated under Chapter 395 to calculate maximum impact fees for relatively small service areas. The council finds that the use of a city-wide average fee rate is equitable, in that the same type of land use pays the same street impact fee per service unit regardless of its location within the city. Such policy further creates predictability in residential and non-residential real estate markets citywide.

- (G) The council has further determined that the uniform collection rates should be set at 50 percent of the average maximum assessable fee per service unit for non-residential developments, \$1,215 per vehicle mile, and at 35 percent of the average maximum assessable fee per service unit, \$850 per vehicle mile for residential developments. The council finds that a lower collection rate for residential developments is in the public interest, in accordance with the recommendations of the Impact Fee Advisory Committee, due to the current affordable housing shortage that exists within the City as detailed in the Austin Strategic Housing Blueprint.
- (H) The council has further determined that it is in the public interest to reduce or waive impact fees for certain kinds of new development in order to incentivize such land uses. The council finds as follows:
 - (1) It is necessary to provide incentives to encourage establishment of new small businesses, which provide a disproportionate share of employment opportunities citywide and which are currently subject to economic distress, by reducing or waiving impact fees for such uses in all service areas, thereby inducing economic recovery.
 - (2) It is necessary to provide incentives to encourage the location of key new retail businesses in certain areas of the city, particularly in service areas "D," "G," "O," and "P," which lack such uses to the detriment of the residents of constituent neighborhoods, by waiving impact fees for specified uses.

PART 2. ADOPTIONS UNDER STREET IMPACT FEE PROGRAM.

The council hereby adopts and incorporates into the City Street Impact Fee Program under City Code Chapter 25 (*Land Development*) by reference each of the following:

- (A) The "Street Impact Fee Land Use Assumptions and Roadway Capacity Plan" attached as "Exhibit A" and incorporated by reference.
- (B) The "Street Impact Fee Services Areas" described in Exhibit A.
- (C) The "Maximum Assessable Street Impact Fee Per Service Unit" as described by the following schedule and as calculated in "Exhibit A":

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	\$1,472
B	\$4,479
C	\$3,642
D	\$2,218
DT	\$1,361
E	\$2,043
F	\$1,604
G	\$3,071
H	\$1,543
I	\$1,712
J	\$3,724
K	\$5,752
L	\$2,520
M	\$2,415
N	\$1,507
O	\$3,921
P	\$3,011

(D) The “Collected Street Impact Fee Per Service Unit” as described by the following schedule:

Collection Rate Per Service Unit Residential Land Uses (per Vehicle-Mile)	Collection Rate Per Service Unit Non-Residential Land Uses (per Vehicle-Mile)
\$850	\$1,215

- (1) A street impact fee shall not be collected from a new development for any building permit validly issued within 18 months of the effective day of this ordinance.
- (2) For new development with an approved transportation impact analysis on the effective date of this ordinance, a street impact fee shall not be collected for any building permit validly issued within three years of such effective date.

- (3) For any new development that adds net service units to an existing land use located on a lot or tract and does not result in an increase of more than 10 PM peak hour trips, the collection rate will be \$0 per vehicle mile. For such lot or tract, this collection rate shall apply to the further addition of net service units provided that the cumulative additional trips for the new development does not exceed 10 PM peak hour trips. For any addition of service units that exceeds the cumulative total of 10 PM peak hour trips for the lot or tract, the collection rate shall be the general collection rate then in effect.
- (4) For new development of the following land uses as shown in the LUVMET ("Dining," "Animal Hospital/Veterinary Clinic," "Day Care Center," "Hair Salon," "Other Retail," "Automobile Care Center") with no drive-thru facility, the collection rate is as follows:
 - a. Under 1,000 square feet, the collection rate is \$0 per vehicle-mile.
 - b. Under 5,000 square feet, the collection rate is \$608 per vehicle-mile.
- (5) For "Walk-in Bank" and "Drive-in Bank" land uses per the LUVMET in Services Areas "D," "G," "O," and "P," the collection rate is \$0 per vehicle-mile.
- (6) For "Supermarket" land uses per the LUVMET in Service Areas "D," "G," "O," and "P," the collection rate is \$0 per vehicle-mile.
- (E) The "Land Use Vehicle Mile Equivalency Table" ("LUVMET"). The number of service units for a new development shall be determined by land use category and number of development units as described by the following LUVMET schedule and as calculated in Exhibit A:

Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev- Unit Inside Loop (Service Unit)	Veh-Mi Per Dev- Unit Outside Loop (Service Unit)
PORT AND TERMINAL				
Truck Terminal	030	1,000 SF GFA	10.00	10.00
INDUSTRIAL				
General Light Industrial	110	1,000 SF GFA	1.93	3.78
Industrial Park	130	1,000 SF GFA	1.23	2.40
Manufacturing	140	1,000 SF GFA	2.06	4.02
Warehousing	150	1,000 SF GFA	0.58	1.14
Mini-Warehouse	151	1,000 SF GFA	0.52	1.02
RESIDENTIAL				
Single-Family Detached Housing	210	Dwelling Unit	2.87	4.26
Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs	220	Dwelling Unit	1.62	2.41
Mid-Rise Apartments or Condominiums	221	Dwelling Unit	1.28	1.89
High-Rise Apartments or Condominiums	222	Dwelling Unit	1.04	1.55
Mobile Home Park	240	Dwelling Unit	1.33	1.98
Senior Adult Housing-Detached	251	Dwelling Unit	0.87	1.29
Senior Adult Housing-Attached	252	Dwelling Unit	0.75	1.12
Assisted Living	254	Beds	0.75	1.12
LODGING				
Hotel	310	Room	1.62	1.63
Motel / Other Lodging Facilities	320	Room	1.03	1.03
RECREATIONAL				
Golf Driving Range	432	Tee	3.64	3.98
Golf Course	430	Acre	0.81	0.89
Recreational Community Center	495	1,000 SF GFA	6.72	7.35
Ice Skating Rink	465	1,000 SF GFA	3.87	4.23
Miniature Golf Course	431	Hole	0.96	1.05
Multiplex Movie Theater	445	Screens	39.95	43.66
Racquet / Tennis Club	491	Court	11.12	12.15
INSTITUTIONAL				
Religious Place of Worship	560	1,000 SF GFA	1.54	1.54
Day Care Center	565	1,000 SF GFA	10.53	10.59
Elementary School	520	Students	0.29	0.29
Middle School / Junior High School	522	Students	0.29	0.29
High School	530	Students	0.24	0.24
Junior / Community College	540	Students	0.19	0.19
University / College	550	Students	0.25	0.26
MEDICAL				
Clinic	630	1,000 SF GFA	12.17	11.09
Hospital	610	1,000 SF GFA	3.60	3.28
Nursing Home	620	Beds	0.82	0.74
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	9.16	8.35

Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev-Unit Inside Loop (Service Unit)	Veh-Mi Per Dev-Unit Outside Loop (Service Unit)
OFFICE				
Corporate Headquarters Building	714	1,000 SF GFA	2.23	2.03
General Office Building	710	1,000 SF GFA	4.27	3.89
Medical-Dental Office Building	720	1,000 SF GFA	12.84	11.69
Single Tenant Office Building	715	1,000 SF GFA	6.34	5.78
Office Park	750	1,000 SF GFA	3.97	3.62
COMMERCIAL				
Automobile Related				
Automobile Care Center	942	1,000 SF GFA	5.05	5.07
Automobile Parts Sales	843	1,000 SF GFA	7.56	7.59
Gasoline/Service Station	944	Vehicle Fueling Position	4.88	4.88
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	3.70	3.70
New Car Sales	841	1,000 SF GFA	5.24	5.26
Quick Lubrication Vehicle Shop	941	Servicing Positions	7.86	7.89
Self-Service Car Wash	947	Stall	1.99	1.99
Tire Store	848	1,000 SF GFA	7.75	7.78
Dining				
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	27.61	27.78
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	23.95	24.09
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	15.04	15.09
Quality Restaurant	931	1,000 SF GFA	11.80	11.84
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	7.81	7.81
Other Retail				
Free-Standing Discount Store	815	1,000 SF GFA	9.84	10.75
Nursery (Garden Center)	817	1,000 SF GFA	14.14	15.45
Home Improvement Superstore	862	1,000 SF GFA	3.52	3.85
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	11.64	12.72
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	15.28	16.70
Shopping Center	820	1,000 SF GLA	7.30	7.98
Supermarket	850	1,000 SF GFA	17.20	18.79
Toy/Children's Superstore	864	1,000 SF GFA	10.19	11.13
Department Store	875	1,000 SF GFA	3.99	4.36
SERVICES				
Walk-In Bank	911	1,000 SF GFA	12.30	12.38
Drive-In Bank	912	Drive-in Lanes	29.83	30.01
Hair Salon	918	1,000 SF GLA	1.72	1.73

- (1) Street Impact Fee Service Areas "F," "I," "J," "DT," "L," and parts of "K" are located within the highway boundaries of SH 71, US 183, and SL 360. These are Inside Loop Service Areas.

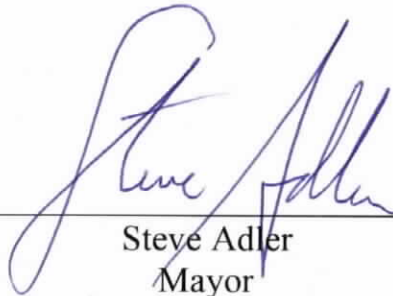
- (2) Street Impact Fee Service Areas "A," "B," "C," "D," "E," "G," "H," parts of "K," "M," "N," "O," and "P" are located outside the boundaries of SH 71, US 183, and SL 360. These are Outside Loop Service Areas.

This ordinance takes effect on December 21, 2020.

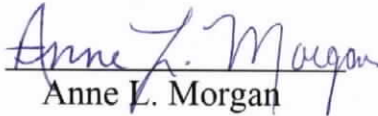
PASSED AND APPROVED

December 10, 2020

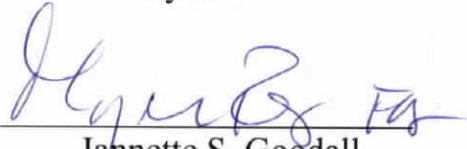
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Steve Adler
Mayor

APPROVED:


Anne L. Morgan
City Attorney

ATTEST:


Jannette S. Goodall
City Clerk

CITY OF AUSTIN, TEXAS

STREET IMPACT FEE STUDY

FINAL DRAFT



January
2020

Prepared for the City of Austin

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FOREWORD

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. The primary purpose of the 2019 Street Impact Fee Study is to determine the maximum assessable impact fee per unit of new development as allowed by Chapter 395 of the Texas Local Government Code. The maximum assessable fee is a technical calculation that represents the demand that new development places on the street infrastructure and quantifies the cost for growth to pay for growth. This technical document does not consider policy decisions that might be used to further other City goals beyond street infrastructure. Those policy decisions would set the effective Street Impact Fee. These decisions include, but aren't limited to, the following:

Rate Setting: The study calculated the maximum assessable street impact fee per service area. This fee could be discounted by a wide variety of options. These options include:

Vary by Service Area: Use a different collection option by Service Area.

Vary by Land Use: Use a different rate or percentage for different land uses (e.g. residential and non-residential).

Phased-In Approach: Start with one option in year 1 and transition to another option in the future.

Offsets: Fees would be offset by system improvements that are built by development. The implementation of offsets will be outlined in the ordinance.

Discounts: Additional discounts for different development types that further other City objectives, such as affordable housing and transit-oriented development could be included in the rate setting.

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EXECUTIVE SUMMARY

Introduction to Street Impact Fees

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. Across the country, they are used to fund police and fire facilities, parks, schools, roads and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway and drainage facilities. Since 1990, they have been used to fund public water and wastewater improvements in the City of Austin.

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs. In the case of Street Impact Fees, the infrastructure need is the increased capacity on arterial and collector roadways that serve the overall transportation network. The purpose of the 2019 Street Impact Fee Study is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code. This draft of the Study Assumptions enumerates the 10-year projected growth and Roadway Capacity Plan assumptions used in the development of the fee.

Street Impact Fee Study Assumptions

Street Impact Fees are determined by several key variables, each described below in greater detail. The study looks at a period of 10 years to project new growth and corresponding capacity needs, as required by state law.

Service Areas and Land Use Assumptions

A Service Area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the Service Area must be spent on eligible improvements within the same Service Area. For Street Impact Fees, the Service Area may not exceed 6 miles. In Austin, this restriction necessitated the creation of 17 separate Service Areas. A map of the Service Areas can be found on Page 17.

In defining the Service Area boundaries, the project team considered the corporate boundary (including full and limited purpose jurisdiction), required size limit, adjacent land uses, and

topography. Since each Service Area has a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the team avoided drawing a Service Area boundary through uniform land uses where possible.

The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2017-2027. Acknowledging that the parameters of the study (the corporate boundaries, Transportation Plan, Comprehensive Plan, zoning maps, platting history, etc.) are dynamic, this study is based on conditions as they were on April 11, 2019.

One of the key elements in the determination of the impact fee is the amount of new development anticipated over 10 years. In order to arrive at a reasonable projection of growth, staff worked with the City Demographer and Austin Water staff working on the Water and Wastewater Impact Fee update study, which was finalized in 2018. The residential and non-residential growth projections were performed using the Future Land Use Map, the Imagine Austin Growth Concept Map, current growth trends, emerging projects, location of vacant land, physical restrictions, and carrying capacity of the City of Austin.

Finally, tables were created to compare existing residential and employment data to the ultimate residential and employment figures developed in alignment with Imagine Austin and in alignment with the City Demographer's forecasts. The effort described above generated a percentage of the ultimate residential and employment figures anticipated within each service area by the year 2027. These projections can be found in the Residential and Employment Projections tables beginning on Page 18. The Residential and Employment Projections were converted to vehicle-miles. The vehicle-mile projections were reduced to account for transit proximity.

Street Impact Fee Roadway Capacity Plan (RCP)

The Roadway Capacity Plan is the required capital improvement plan for the study. The RCP is the list of projects eligible for funding through street impact fees. Capacity improvements included in the

City's Street Network Map and Table, a component of the ASMP, are included in the RCP. Capacity improvements may include the addition of lanes, some substandard street reconstruction, two-way street conversions, access management median installation, or the extension of a new road.

Resurfacing or other maintenance activities do not qualify as capacity improvements under impact fee law in Texas. Intersection improvements were also identified and are included in the RCP, but not included in maps in the ASMP Street Network Map and Table. These improvements were developed based on signal requests made to the City, staff-identified improvements, and some newly identified capacity improvements as part of the Street Impact Fee study. Intersection improvements were presented to the public and comments were taken during the ASMP Phase 3 engagement.

Only those projects listed in the RCP are eligible to utilize impact fee funds. To optimize future flexibility, all capacity improvements included in the Street Network Map and Table are included in the RCP, including TxDOT improvements that the City estimates contributing funds toward, and will be eligible to utilize impact fee funds. As costing for specific projects is finalized, TxDOT projects that have a 0% anticipated City contribution may be removed.

Section III of this report provides a listing of the 10-Year Roadway Capacity Plan by service area in Tables 3.A – 3.P and maps of the RCP by service area in Exhibits 4.A – 4.P.

RCP Costing Methodology

The cost of the RCP is one of the fundamental factors in the calculation of the per-unit maximum impact fee. Only the costs associated with providing the additional capacity necessitated by 10 years of growth can be used to calculate the maximum impact fee.

The RCP's cost will be calculated through systematic evaluation of each eligible project. The project team visited each project site to determine the project scope, the presence of any special conditions (such as the need for significant drainage improvements or railroad crossings) and whether various additional construction costs would be applicable (such as costing for significant grades). In determining project limits, the team identified roadway segments with uniform need. For example, Anderson Mill Rd is separated into several projects in the RCP. From Research Blvd to 420' west of Research Blvd, Anderson Mill Rd is an access management project from a 5-lane undivided facility to

a 4-lane divided facility, and from 420' west of Research Blvd to 100' east of Spicewood Pkwy, Anderson Mill Rd is a widening project from a 4-lane undivided facility to a 4-lane divided facility. The team has developed a standard methodology for estimating construction costs. Referencing cost estimating standards from the Public Works Department, uniform costs are determined for the major items of work, additional construction items, and project delivery costs.

In order to calculate the maximum impact fee, the total cost of the RCP at build-out will be reduced to account for (1) the portion of new capacity that will address existing needs, and (2) the portion of new capacity that will not be necessitated until beyond the 10-year growth window. A ratio that compares 10 years' demand for capacity to the net supply of capacity (total new capacity in the RCP minus existing needs) can be calculated. That ratio, which may not exceed 100%, is then applied to the cost of the net capacity supplied. The result is a determination of the costs attributable to the next 10 years' growth, which is then used to calculate the maximum impact fee in accordance with state law. The result is known as the recoverable cost of the RCP.

Impact Fee Calculation

In simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the RCP by the number of new service units of development. In accordance with state law, both the cost of the RCP and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window. This calculation is performed for each service area individually; each service area has a stand-alone RCP and 10-year growth projection.

In practice, there are many factors that complicate this calculation. The maximum impact fee allowable by law for each service area is calculated in Table 9. A detailed discussion of the calculation precedes Table 8, found on Pages 105-112.

Collection and Use of Street Impact Fees

Street Impact fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Street Impact Fees are collected when a building permit is issued. Therefore,



funds are not collected until development-impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection, or must be refunded with interest.

Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Street Impact Fees. An Advisory Committee is required to review the Land Use Assumptions and RCP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This Advisory Committee also reviews the Street Impact Fee ordinance and provides its findings to the City Council. The composition of the Advisory Committee is required to adequately represent the building and development communities. The City Council then conducts a public hearing on the Land Use Assumptions, RCP and Impact Fee Ordinance. Two public hearings are required for the 2019 Street Impact Fee study, one for Land Use Assumptions and RCP boundaries, and another for the Impact Fee Calculation and Ordinance. In Austin three public hearings are being held, one for the Service Area and Land Use Assumptions, one for the RCP, and a final one for the Impact Fee Calculation and Ordinance.

Following policy adoption, the Advisory Committee is tasked with advising the City Council of the need to update the Land Use Assumptions or the RCP at any time within five years of adoption. Finally, the Advisory Committee oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

2019 Street Impact Fee Study Results

Below is the listing of the 2019 Street Impact Fee Study's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	\$1,472
B	\$4,479
C	\$3,642
D	\$2,218
DT	\$1,361
E	\$2,043
F	\$1,604
G	\$3,071
H	\$1,543
I	\$1,712
J	\$3,724
K	\$5,752
L	\$2,520
M	\$2,415
N	\$1,507
O	\$3,921
P	\$3,011

I. INTRODUCTION

Chapter 395 of the Texas Local Government Code describes the procedure political subdivisions must follow in order to create and implement impact fees. Senate Bill 243 (SB 243) amended Chapter 395 in 2001 to define an Impact Fee as “a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development.”

Chapter 395 mandates that impact fees be studied at least every five (5) years. Accordingly, the City of Austin has developed its Land Use Assumptions and RCP with which to implement Street Impact Fees. The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2019 Street Impact Fee Study. This report includes the applicable Land Use Assumptions and development of the Street Impact Fee RCP.

II. LAND USE ASSUMPTIONS

A. Introduction and Purpose

Impact Fees are a mechanism for funding the public infrastructure necessitated by **growth**. In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development growth creating new infrastructure needs. In the case of Street Impact Fees, the infrastructure need is increased capacity on the street network. The purpose of the Street Impact Fee Study is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code.

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment (non-residential) **growth projections** within a municipality. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the **service area**. The growth projections are then used in determining the need and timing of transportation improvements to serve future development.

This section of the report documents the process used to develop the Land Use Assumptions (Growth Projections) for the City of Austin's Street Impact Fee (SIF) study. In accordance with Chapter 395 of the Texas Local Government Code, street impact fees must be calculated based on reasonable expectations for residential and employment growth within a ten-year period.

B. Overview

This Land Use Assumptions Summary includes the following components:

- **Land Use Assumptions Methodology** – An overview of the general methodology used to generate the land use assumptions (growth projections).
- **Street Impact Fee Service Areas** – Explanation of the division of Austin into service areas.
- **Residential and Employment Growth** – Data on residential and non-residential (employment growth) within the service area over ten years (2017 – 2027).
- **Land Use Assumptions Summary Table** – A synopsis of the projected 10-year growth.

Information from the following sources was compiled to complete the Land Use Assumptions:

- Imagine Austin Comprehensive Plan Growth Concept Map (Center and Corridors)
- City of Austin Development Services Department's Emerging Projects dataset
- City of Austin's Future Land Use Map (FLUM)
- Travis and Williamson County Appraisal Districts
- City of Austin 2014 Land Use Inventory; Multi-Family Inventory; and Affordable Housing Inventory
- 2009 – 2016 City of Austin Building Permit Data
- City of Austin staff including City Demographer
- City of Austin Water and Wastewater Impact Fee 2015-2025 Land Use Assumptions
- CAMPO 2040 Plan
- Longitudinal Employer Household Dynamics Employment Data
- State of Texas Master Facilities Plan Report

C. Land Use Assumptions Methodology

The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Character, type, density, and quantity of existing development;
- Emerging Projects;
- Future Land Use Map and Imagine Austin Growth Concept Map;
- Growth trends;
- Location of vacant land;
- Physical constraints (i.e. flood plains, railroads); and
- Carrying Capacity (Growth Potential) of the City of Austin.

The residential and employment estimates and projections were compiled in accordance with the following categories:

Residential Units: Number of dwelling units, both single and multi-family.

Non-Residential Units: Square feet of building area based on three (3) different classifications. Each classification has unique trip making characteristics.

Retail: Land use activities which provide for the retail sale of goods which primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants (higher traffic generators).

Service: Land use activities which provide personal and professional services, such as government and other professional offices (medium traffic generators).

Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses (lower traffic generators).

The above categories in the Land Use Assumptions match those used to develop travel demand modeling and are the broader land use categories that are used in the development of the assumptions for impact fees. In the calculation of the specific Street Impact Fee for an individual development, a more specific and expanded classification based on the Institute of Transportation Engineers (ITE) Trip Generation Manual will be utilized.

Determination of the **ten-year growth** within the Street Impact Fee study area was accomplished through three general steps:

- **Step 1: Determine Base Year (2017)**
- **Step 2: Determine Carrying Capacity (Growth Potential)**
- **Step 3: Determine 10-Year Growth Projections**

Step 1: Determine Base Year (2017)

Property data obtained from Travis and Williamson County Appraisal Districts (CADs) was used to determine the 2015 residential units and employment square footage. This data contained detailed information on the following property attributes:

- Built year
- Land area
- Livable building square footage
- Property land use
- Improvement type (Travis CAD only)

For single-family residential units, the number of units were simply counted. For multi-family, the number of units was derived from the multi-family inventory provided by the City Demographer. However, if data was not available through the inventory, a density calculation was performed based on the Appraisal District's livable building square footage. A conversion of square footage per unit was utilized to determine the number of units.

To estimate employment square footage, the livable building square footage data was utilized. Building footprint data and aerials were utilized to supplement the building square footage if the CAD data lacked square footage information. Finally, for state facilities, building square footage came from the State's Master Facilities Plan Report. These estimates for 2015 were scaled up to 2017 and validated through 2019 using building permit data, adding units/square footage for new construction and subtracting demolished units/square footage for parcels as needed.

Step 2: Determine Carrying Capacity (Growth Potential)

For undeveloped areas and potential redevelopment areas, assumptions based upon the City's Future Land Use Map (**Exhibit 1**), Emerging Projects (**Exhibit 2**), or Imagine Austin Growth Concept Map were used to estimate the carrying capacity or growth potential of land within the Street Impact Fee study area for both residential and employment land uses. The carrying capacity was calculated in three basic steps.

- 1) Determine the future land use for study area parcels based on previous planning efforts completed by the City.
- 2) Determine the amount of dwelling units and employment building space that could occupy every parcel – i.e. the parcel's "Carrying Capacity" – based on the future land use development types.
- 3) Identify parcels that are either vacant or candidates for redevelopment based on emerging projects, market value and age of property. These parcels were aggregated with the existing dwelling units and employment space on the remaining parcels to generate an estimated growth potential to compare to the 10-year growth forecast.

Exhibit 1 – Future Land Use Map

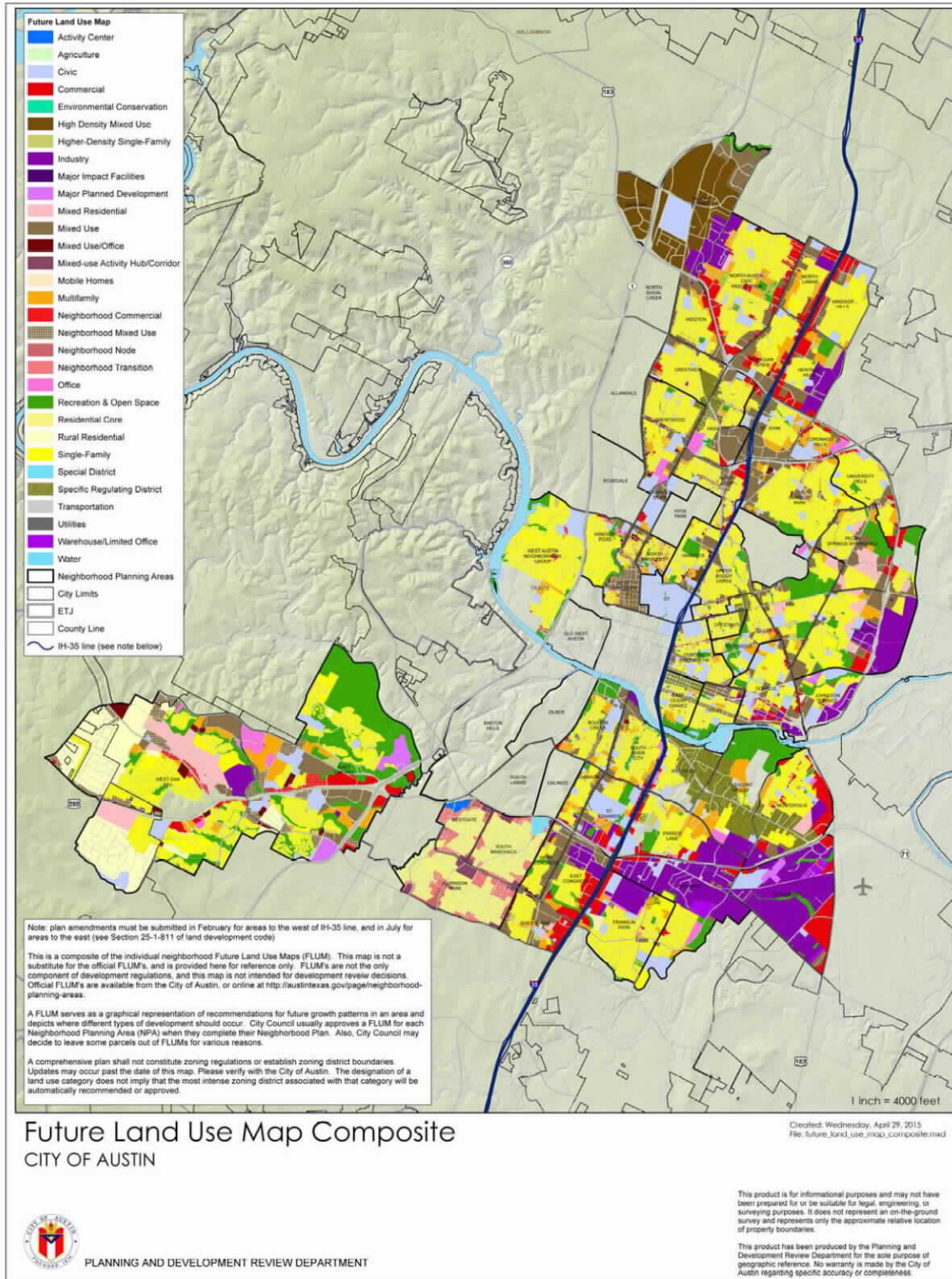
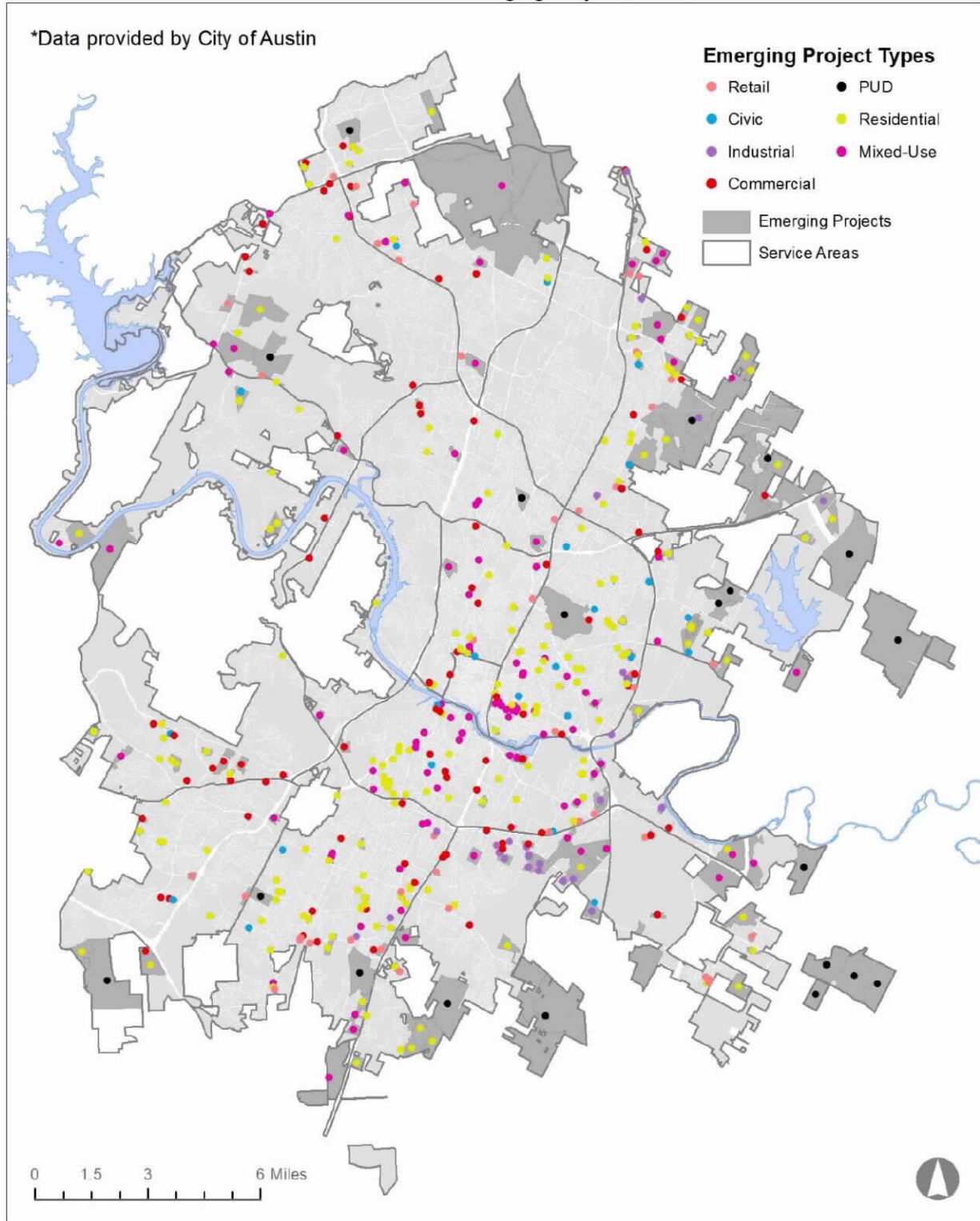


Exhibit 2 – Emerging Projects, 2017



Step 3: Determine 10-Year Growth Projections

The City of Austin Demographer utilizes small areas called DTI-polygons to allocate growth. The DTI (**D**elphi, **T**rends, and **I**mage Austin) polygons are roughly analogous to census tracts. Austin Water provided 2025 employment (job) and dwelling unit projections that were generated for the Water/Wastewater Impact Fee land use study for DTI polygons within the city. Dwelling unit and employment growth rates were calculated based on the DTI polygon dwelling unit and employment projections. Growth rates for employment were converted to square footage using typical figures for employees per 1,000 square feet for each employment type. The growth rates were then applied to the 2017 base year estimates and projected 10 years into the future to 2027. Finally, the 2027 projections were compared to the carrying capacity growth potential to validate the 10-year growth assumptions. This methodology to determine 10-year growth projections meets reasonable expectations for growth as required by Chapter 395 of the Local Government Code.

Resolution

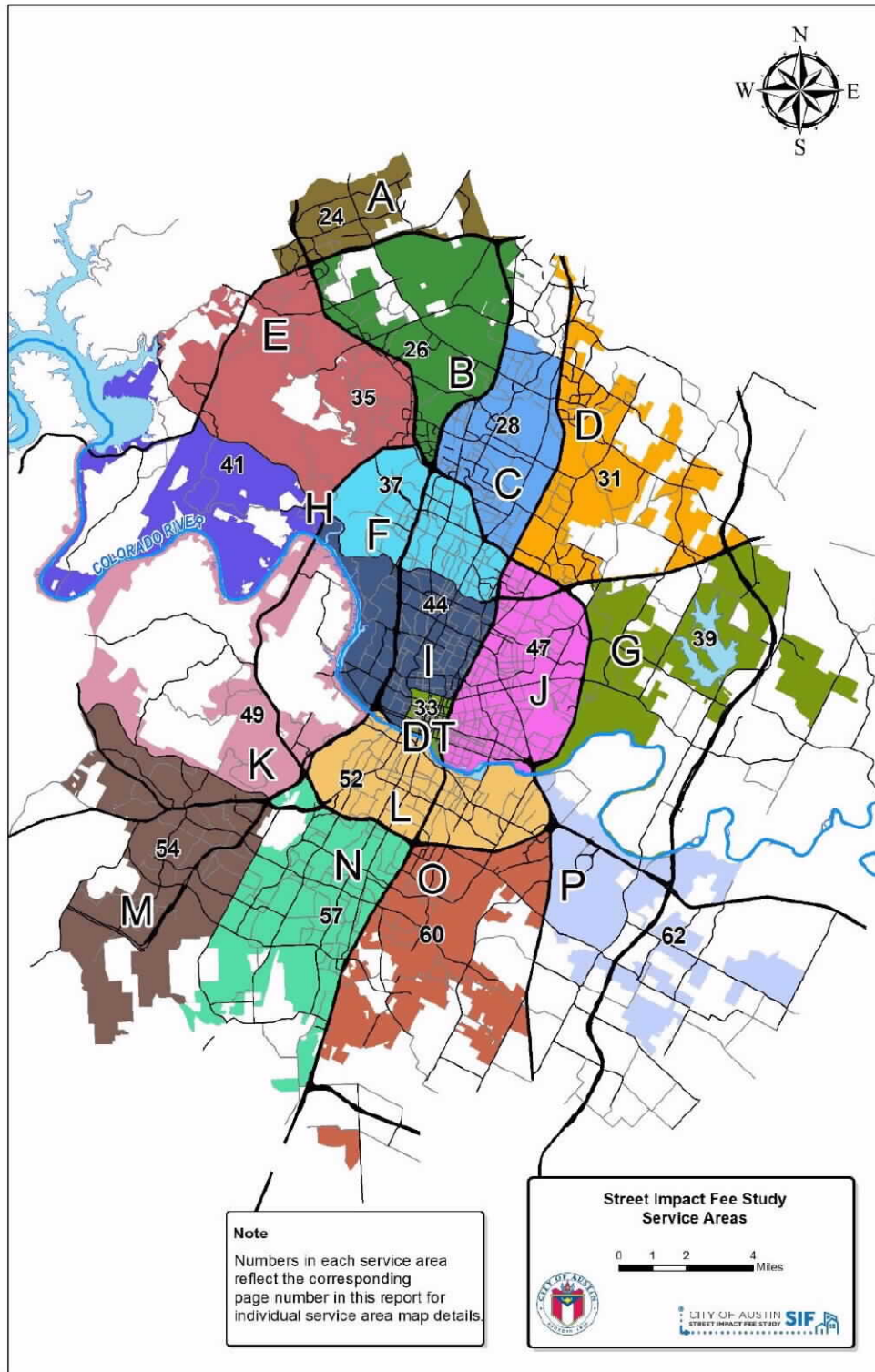
On August 22, 2019 a resolution was passed to accept the Land Use Assumptions. The land use assumptions remain consistent.

D. Street Impact Fee Service Areas

The geographic boundary of the proposed impact fee service areas for transportation facilities is shown in **Exhibit 3**. The City of Austin is divided into seventeen (17) service areas, each based upon the six (6) mile limit, as required in Chapter 395. For transportation facilities, the service areas as required by state law are limited to areas within the current corporate City limits. In defining the Service Area boundaries, the project team considered the corporate boundary, required six (6) mile size limit, adjacent land uses, and topography. In addition, the strategy for defining Service Areas included creating a Downtown area and creating distinctive inner loop and outer loop Service Areas based on highway boundaries. Areas were defined for inner loop and outer loop due to differences in travel lengths reported in these different parts of the city. Trip length is an important determinant of service units for each land use defined later in the study, and was thus considered for Service Area boundaries. Since each Service Area will have a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the team kept areas of uniform land use within the same Service Area where possible.

It should be noted that at locations where Service Area boundaries align with a City roadway, the proposed boundary is intended to follow the centerline of the street, unless otherwise noted. This allows two or more Service Areas to contribute to a capacity improvement for that roadway. In cases where a Service Area boundary follows the City Limits, only those portions of the transportation facility within the City Limits are included in the Service Area.

Exhibit 3 – Proposed Service Areas



E. Land Use Assumptions Summary

Table 1 summarizes the residential and employment 10-year growth projections.

Table 1. Residential and Employment 10-Year Projections

Service Area		Dwelling Units			Employment (SqFt)			
		Single Family	Multi-Family	Total	Basic	Service	Retail	Total
City	2017	179,259	224,030	403,289	72,017,000	125,112,000	79,359,000	276,488,000
	2027	212,913	315,313	528,226	84,503,000	158,956,000	109,182,000	352,641,000
	10-Year Growth	33,654	91,283	124,937	12,486,000	33,844,000	29,823,000	76,153,000
A	2017	4,876	5,380	10,256	52,000	1,358,000	3,220,000	4,630,000
	2027	5,645	10,211	15,856	79,000	2,814,000	4,669,000	7,562,000
	10-Year Growth	769	4,831	5,600	27,000	1,456,000	1,449,000	2,932,000
B	2017	7,556	15,272	22,828	5,365,000	7,829,000	4,852,000	18,046,000
	2027	9,743	23,294	33,037	6,141,000	9,011,000	7,208,000	22,360,000
	10-Year Growth	2,187	8,022	10,209	776,000	1,182,000	2,356,000	4,314,000
C	2017	10,743	23,932	34,675	13,556,000	8,192,000	11,651,000	33,399,000
	2027	11,384	29,245	40,629	13,745,000	10,442,000	13,212,000	37,399,000
	10-Year Growth	641	5,313	5,954	189,000	2,250,000	1,561,000	4,000,000
D	2017	9,909	10,930	20,839	16,863,000	8,339,000	3,925,000	29,127,000
	2027	15,456	16,013	31,469	22,140,000	11,633,000	6,899,000	40,672,000
	10-Year Growth	5,547	5,083	10,630	5,277,000	3,294,000	2,974,000	11,545,000
E	2017	14,944	13,744	28,688	3,046,000	6,283,000	4,523,000	13,852,000
	2027	16,753	18,234	34,987	3,135,000	7,243,000	5,444,000	15,822,000
	10-Year Growth	1,809	4,490	6,299	89,000	960,000	921,000	1,970,000
F	2017	14,467	13,954	28,421	1,514,000	10,986,000	8,725,000	21,225,000
	2027	14,803	19,534	34,336	1,751,000	12,518,000	10,121,000	24,390,000
	10-Year Growth	336	5,580	5,915	237,000	1,532,000	1,396,000	3,165,000
G	2017	3,516	1,222	4,738	4,042,000	848,000	144,000	5,034,000
	2027	9,147	5,971	15,118	5,702,000	4,357,000	2,110,000	12,169,000
	10-Year Growth	5,631	4,749	10,380	1,660,000	3,509,000	1,966,000	7,135,000
H	2017	2,937	1,520	4,457	27,000	2,266,000	129,000	2,422,000
	2027	3,603	2,204	5,807	16,000	3,721,000	133,000	3,870,000
	10-Year Growth	666	684	1,350	(11,000)	1,455,000	4,000	1,448,000

Service Area		Dwelling Units			Employment (SqFt)			
		Single Family	Multi-Family	Total	Basic	Service	Retail	Total
I	2017	13,769	27,721	41,490	348,000	14,213,000	5,855,000	20,416,000
	2027	14,481	35,710	50,191	395,000	15,550,000	7,260,000	23,205,000
	10-Year Growth	712	7,989	8,701	47,000	1,337,000	1,405,000	2,789,000
J	2017	18,145	19,619	37,764	5,065,000	9,174,000	6,174,000	20,413,000
	2027	20,861	29,539	50,399	5,182,000	10,171,000	7,333,000	22,686,000
	10-Year Growth	2,716	9,920	12,635	117,000	997,000	1,159,000	2,273,000
K	2017	6,091	3,191	9,282	28,000	4,973,000	2,130,000	7,131,000
	2027	6,711	3,925	10,636	47,000	5,299,000	2,405,000	7,751,000
	10-Year Growth	620	734	1,354	19,000	326,000	275,000	620,000
L	2017	10,644	39,842	50,486	4,551,000	11,539,000	6,109,000	22,199,000
	2027	11,619	50,564	62,183	4,933,000	13,391,000	7,650,000	25,974,000
	10-Year Growth	975	10,722	11,697	382,000	1,852,000	1,541,000	3,775,000
M	2017	18,359	9,573	27,932	2,086,000	5,133,000	2,940,000	10,159,000
	2027	20,981	14,216	35,197	2,634,000	7,029,000	4,990,000	14,653,000
	10-Year Growth	2,622	4,643	7,265	548,000	1,896,000	2,050,000	4,494,000
N	2017	27,160	19,860	47,020	3,172,000	3,799,000	8,412,000	15,383,000
	2027	28,806	26,926	55,732	3,413,000	7,390,000	11,202,000	22,005,000
	10-Year Growth	1,646	7,066	8,712	241,000	3,591,000	2,790,000	6,622,000
O	2017	12,347	8,655	21,002	11,772,000	3,679,000	3,065,000	18,516,000
	2027	16,239	13,918	30,157	13,296,000	3,879,000	7,068,000	24,243,000
	10-Year Growth	3,892	5,263	9,155	1,524,000	200,000	4,003,000	5,727,000
P	2017	3,686	224	3,910	252,000	788,000	316,000	1,356,000
	2027	6,587	2,623	9,210	1,642,000	1,794,000	3,043,000	6,479,000
	10-Year Growth	2,901	2,399	5,300	1,390,000	1,006,000	2,727,000	5,123,000
DT	2017	110	9,391	9,501	278,000	25,713,000	7,189,000	33,180,000
	2027	95	13,188	13,283	252,000	32,714,000	8,435,000	41,401,000
	10-Year Growth	(15)	3,797	3,782	(26,000)	7,001,000	1,246,000	8,221,000

III. ROADWAY CAPACITY PLAN

Through the development of the ASMP, the City has identified the transportation projects needed to accommodate the projected growth within the City. All roadway facilities identified are included in the Street Network Map and Table in the ASMP. The Roadway Capacity Plan (RCP) consists of four categories of roadway projects. They are as follows:

- **Widening** – Existing roadways that need to be expanded according to the cross section identified in the ASMP.
- **Access Management** – Existing 5 lane or 7 lane undivided roadways identified for median construction in the existing center turn lane for access management purposes.
- **New** - All new connection projects needed to complete the Street Network Map and Table.
- **Two-Way Conversions** – Existing one-way streets that are planned for two-way conversion which will require revision of existing traffic signal equipment and other capacity improvements on the street.

Major intersection improvements were also identified at an individual level based on the Street Network Map and Table classification of the intersecting roads, the current traffic control, and the existing traffic volumes. Improvements were categorized as follows:

- **Signalize** – either a new signal or modification to an existing signal due to construction of a new roadway approach to an existing signalized intersection.
- **Roundabout** – construction of a roundabout.
- **Extend Turn Lane** – extension of an existing turn lane to be consistent with ASMP, TxDOT, and NCHRP Report 780 turn lane length recommendations. In many cases, this was recommended where an existing channelized right turn did not have any storage space.
- **Intersection Improvements** – a catch-all for other improvements, limited to new turn lanes, bond project recommendations not in the other 3 categories, removing split

phasing at intersections, and special intersections (Continuous Flow Intersections (CFI), Diverging Diamond Intersections (DDI), or grade separation improvements).

The sources of major intersection improvements were categorized as follows:

- **Bond Project (2010, 2012, 2016, and/or 2018)** – Improvements identified in previously approved bond packages. Costs will be taken directly from bond financing information or from cost estimates on completed corridor studies when available. For incomplete studies, assumptions will be made based on engineering judgment for capacity projects.
- **City Identified** – Improvements identified by Austin Transportation as candidates for removing split phasing from intersections. Costs are available for some of the projects. In cases where costing information is not available, a methodology will be used to approximate improvements consistent with costing of roadway capacity and costs to construct or replace signal poles based on the number of entering approaches to the intersection.
- **Intersection Newly Identified** – Improvements identified during the Street Impact Fee Study for new signals, modification of existing signals due to new roadway construction, roundabouts (where deemed appropriate), innovative intersections (CFI, DDI, etc.), and turn lane improvements (new or extending existing). Turn lane improvements were based on the desired number of turn lanes associated with each combination of intersecting streets. The desired number of turn lanes for each combination are shown in **Table 2**. New signals were identified either through 1) city signal requests based on the latest database of requests from the city dated March 29, 2019 or 2) through engineering judgment based on the function and context of entering roadways to an intersection. In some cases, where conditions were favorable, roundabouts were recommended in place of an existing signal or stop-controlled intersection.

Table 2. Desired Turn Lanes at Intersections

Intersecting Levels	Major Street Turn Lanes	Minor Street Turn Lanes
2 & 3	1 Left Turn (LT) (onto Level 2)	1 Turn Lane
2 & 4	1 LT, 1 Right Turn (RT) Lane (if <3 Through Lanes (TL))	1 Turn Lane
3 & 3	1 LT Lane, 1 RT Lane (if <3 TL)	1 LT Lane, 1 RT Lane
3 & 4	2 LT Lanes, 1 RT Lane (if <3 TL)	1 LT Lane, 1 RT Lane
4 & 4	2 LT Lanes, 1 RT Lane (if <3 TL)	2 LT Lanes, 1 RT Lane

All intersection improvement recommendations are recommended to undergo a design level evaluation before implementation to ensure the most appropriate improvements are made. In the case where a design level evaluation determines improvements contrary to the Impact Fee RCP, such as turn lane improvements in place of a roundabout, the impact fee RCP cost allocated to the intersection may still be applied to the alternate improvements.

The proposed RCP is listed in **Tables 3.A – 3.P** and mapped in **Exhibits 4.A – 4.P**. The tables show the length of each project as well as the facility's typology. The RCP was developed with input from City of Austin staff and the community, and represents projects that will be needed to accommodate the growth projected in the Land Use Assumptions section of this report.

Resolution and Revisions

On August 22, 2019 a resolution was passed to accept the Roadway Capacity Plan. The RCP remains consistent with minor modifications based on recent signal/intersection requests and minor comments to Roadway Segments. These modifications include:

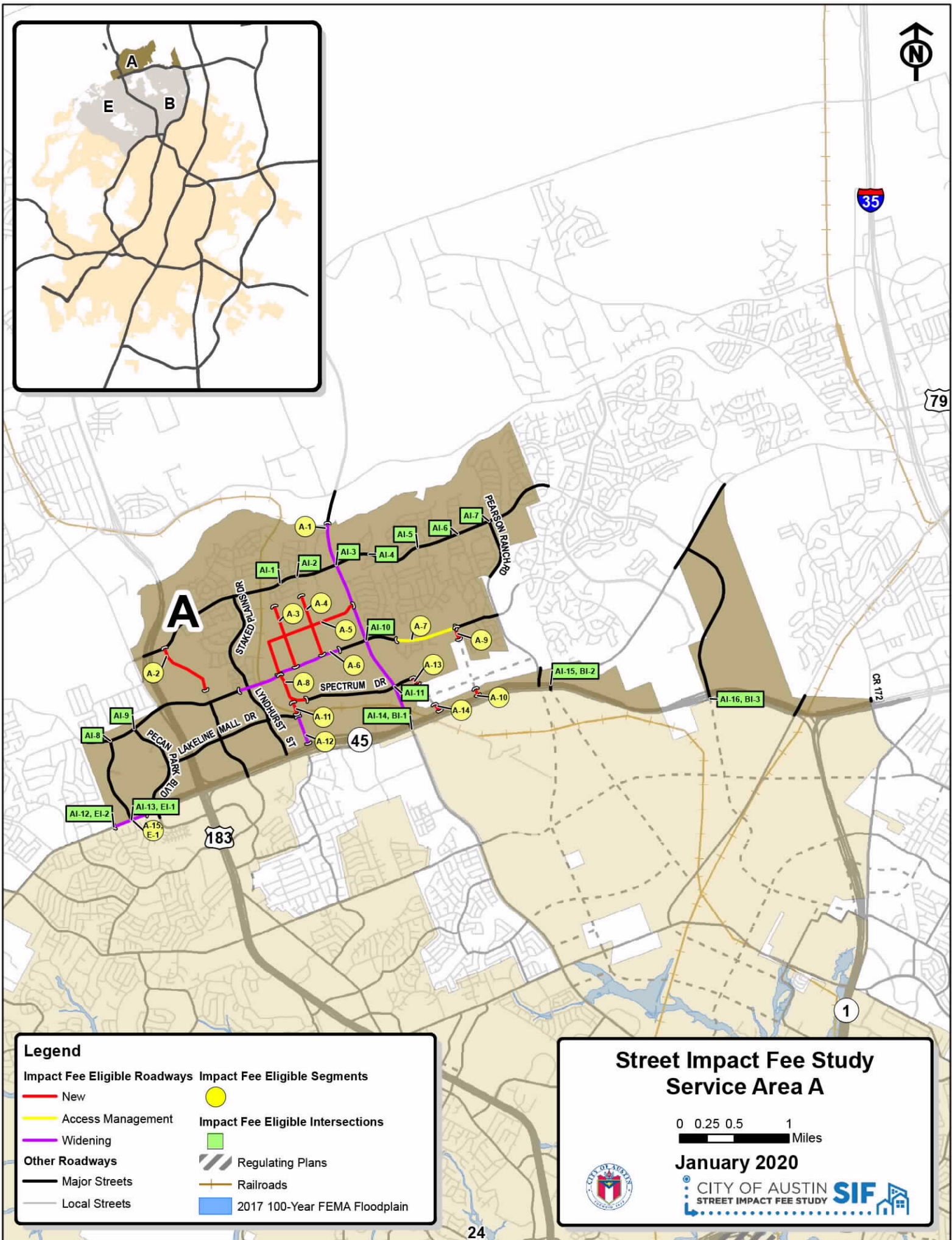
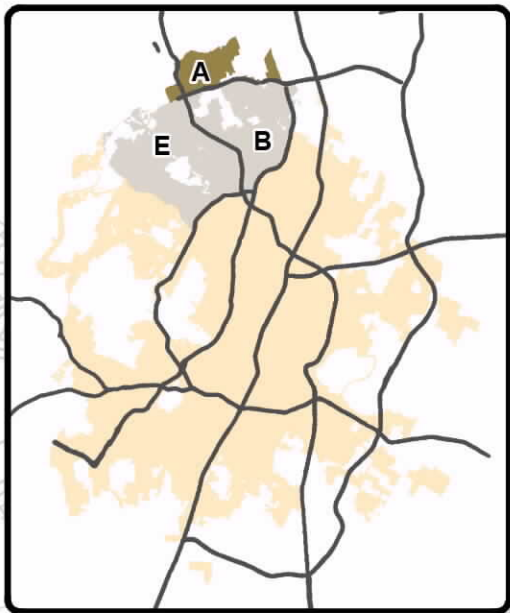
- **Intersection Projects** – 28 intersections were added to 14 of the 17 Service Areas based on signal requests identified for construction after the July version of the report
- **Segment Projects** – 2 segment projects were identified for inclusion based on some minor comments

Table 3.A. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area A

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA A	A-1	L4-6D-154-TxDOT	W PARMER LN	SH 45 WB SVRD TO CITY LIMITS N.	2.00	100%
	A-2	L2-2U-78	NORTH LAKE CREEK PKWY	AVERY RANCH BLVD TO N OF LAKELINE BLVD	0.57	100%
	A-3	L2-2U-78	DUNHAM FOREST RD-LAKELINE BLVD CONNECTOR	DUNHAM FOREST RD TO LAKELINE BLVD	0.60	100%
	A-4	L2-2U-78	S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR	S CANOA HILLS TRL TO LAKELINE BLVD	0.59	100%
	A-5	L2-2U-78	CASSANDRA DR EXTENSION	LAKELINE BLVD TO PARMER LN	1.16	100%
	A-6	L3-4D-120	LAKELINE BLVD	485' W OF LYNDBURST ST TO 1337' W OF PARMER LN	1.01	100%
	A-7	L3-4D-104	NEENAH AVE	OLIVE HILL DR TO 1450' E OF SOLERA DR	0.57	100%
	A-8	L3-3U-92	SPECTRUM DR	LAKELINE BLVD TO SPECTRUM DR	0.39	100%
	A-9	L3-4D-120	NEENAH AVE TO N FM 620 RD SB CONNECTOR	NEENAH AVE TO 580' S OF NEENAH AVE	0.11	100%
	A-10	L3-4D-120	NEENAH AVE TO N FM 620 RD SB CONNECTOR	335' N OF N FM 620 RD TO N FM 620 RD	0.06	100%
	A-11	L2-2U-78	RUTLEDGE SPUR	LAKELINE MALL DR TO SPECTRUM EXTENSION	0.17	100%
	A-12	L2-2U-53	RUTLEDGE SPUR	LAKELINE MALL RD TO SH 45 WB SVRD	0.27	100%
	A-13	L2-2U-78	SPECTRUM DR TO N FM 620 RD SB CONNECTOR	SPECTRUM DR TO 375' S OF SPECTRUM DR	0.07	100%
	A-14	L2-2U-78	SPECTRUM DR TO N FM 620 RD SB CONNECTOR	370' N OF N FM 620 RD TO N FM 620 RD	0.07	100%
	A-15, E-1	L4-6D-154-TxDOT	N RM 620 RD	DEERBROOK TRL TO 600' E OF RIDGELINE BLVD	0.32	50%
		Intersection Improvements	Type	Intersection		% In Service Area
	AI-1		Signalize	AVERY RANCH BLVD AND QUARRY OAKS TRL		100%
	AI-2		Signalize	AVERY RANCH BLVD AND CANOA HILLS TRL		100%
	AI-3		Intersection Improvements	W PARMER LN AND AVERY RANCH BLVD		100%
	AI-4		Signalize	AVERY RANCH BLVD AND AVERY CLUB RD		100%
	AI-5		Signalize	AVERY RANCH BLVD AND LOXLEY LN		100%
	AI-6		Signalize	AVERY RANCH BLVD AND DOUBLE EAGLE PASS		100%
	AI-7		Signalize	AVERY RANCH RD AND PEARSON RANCH RD		100%
	AI-8		Intersection Improvements	S LAKELINE BLVD AND RIDGELINE BLVD		100%
	AI-9		Intersection Improvements	S LAKELINE BLVD AND PECAN PARK BLVD		100%
	AI-10		Intersection Improvements	W PARMER LN AND LAKELINE BLVD		100%
	AI-11		Intersection Improvements	W PARMER LN AND SPECTRUM DR		100%
	AI-12, EI-2		Intersection Improvements	N FM 620 RD AND DEERBROOK TRL		25%
	AI-13, EI-1		Signalize	N FM 620 RD AND RIDGELINE BLVD		50%
	AI-14, BI-1		Intersection Improvements	N FM 620 RD AND W PARMER LN		50%
	AI-15, BI-2		Intersection Improvements	N FM 620 RD AND SH 45		50%
	AI-16, BI-3		Intersection Improvements	S O'CONNOR DR AND SH 45		50%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways

- New
- Access Management
- Widening

Other Roadways

- Major Streets
- Local Streets

Impact Fee Eligible Segments

- Impact Fee Eligible Intersections

Regulating Plans

- Railroads
- 2017 100-Year FEMA Floodplain

Street Impact Fee Study Service Area A

0 0.25 0.5 1
Miles

January 2020



CITY OF AUSTIN
STREET IMPACT FEE STUDY **SIF**

Table 3.B. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area B

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA B	B-1	L3-4D-120	ANDERSON MILL RD	TURTLE ROCK RD / BROADMEADE AVE US 183 TO TURTLE ROCK RD / BROADMEADE AVE	0.87	100%
	B-2	L3-4D-120	ANDERSON MILL RD	150' EAST OF W PARMER LN TO 1405' EAST OF W PARMER LN	0.24	100%
	B-3	L3-4D-120	ANDERSON MILL RD	1405' EAST OF W PARMER LN (FM 734) TO MCNEIL RD	2.48	100%
	B-4	L3-4D-120	ROBINSON RANCH RD	PEARSON RANCH RD TO CITY LIMITS	2.26	100%
	B-5	L3-4D-120	SH 45 - MCNEIL RD CONNECTOR	SH 45 TO MCNEIL RD	2.17	100%
	B-6	L3-4D-120	SH 45 - MERRILLTOWN DR CONNECTOR	SH 45 TO MERRILLTOWN DR	2.56	100%
	B-7	L3-4D-120	GRAND AVENUE PKWY	MCNEIL RD TO MOPAC (SL 1)	0.58	100%
	B-8	L3-4D-120	GRAND AVENUE PKWY	LOOP 1 TO 480' W OF BURNET RD	0.38	100%
	B-9	L3-4D-120	DALLAS DR CONNECTOR	W PARMER LN (FM 734) TO SH 45 TO MCNEIL RD CONNECTOR	1.49	100%
	B-10	L2-2U-78	CORPUS CHRISTI DR	W PARMER LN (FM 734) TO CITY LIMITS	0.31	100%
	B-11	L3-4D-120	SHORELINE DR	SHORELINE DR TO W HOWARD LN	1.34	100%
	B-12	L2-2U-78	N MOPAC EXPY SVRD NB-FM 1325 RD CONNECTOR	FM 1325 TO LOOP 1 FRONTAGE RD	0.14	100%
	B-13	L4-4D-104	MC NEIL DR	US 183 TO AVERY ISLAND AVE	1.06	100%
	B-14	L2-2U-78	MELROSE TRL	ROBINSON RANCH RD TO PARMER LN	0.38	100%
	B-15	L3-4D-120	ROBINSON RANCH RD	CITY LIMITS TO MCNEIL DR	1.94	100%
	B-16	L2-2U-78	MC NEIL DR	W HOWARD LN TO MCNEIL DR	1.15	100%
	B-17	L4-6D-130	W HOWARD LN	MCNEIL MERRILLTOWN RD TO 1270' W OF MCNEIL MERRILLTOWN RD	0.24	100%
	B-18	L2-2U-OP-78	MC NEIL MERRILLTOWN RD	MCNEIL MERRILLTOWN RD TO SH 45 TO MERRILLTOWN RD CONNECTION	0.17	100%
	B-19	L2-2U-OP-78	MC NEIL MERRILLTOWN RD / MC NEIL DR	MCNEIL MERRILLTOWN RD TO MOPAC SVRD SB	1.12	100%
	B-20	L3-4D-120	MC NEIL DR	ROBINSON RANCH RD TO MCNEIL RD EXTENSION	0.35	100%
	B-21	L3-4D-120	MC NEIL DR	MCNEIL DR TO MOPAC	0.20	100%
	B-22	L2-2U-OP-70	EUROPA LN	W PARMER LN (FM 734) TO DESTINY GATE DR	0.14	100%
	B-23	L2-2U-78	DESTINY GATE DR	EUROPA LN TO COUNCIL BLUFF DR	0.33	100%
	B-24	L3-4D-120	ADELPHI LN	W PARMER LN (FM 734) TO W HOWARD LN	1.33	100%
	B-25	L2-2U-78	ADELPHI LN	AMHERST DR TO WATERS PARK RD	0.51	100%
	B-26	L2-2U-78	WATERS PARK RD	ADELPHI LN TO MOPAC SB FRONTAGE RD	0.48	100%
	B-27	L2-2U-OP-92	MOPAC EXPY SVRD-W BALCONES CENTER DR CONNECTOR	MOPAC EXPY SVRD TO BALCONES CENTER DR	0.56	100%
	B-28	L3-4U-OP-116	GREAT HILLS TRL-W BALCONES CENTER DR CONNECTOR	GREAT HILLS TRL TO W BALCONES CENTER DR	0.21	100%
	B-29	L3-4U-OP-116	W BALCONES CENTER DR	W BRAKER LN TO MOPAC SVRD	0.33	100%
	B-30, C-24	L3-4U-OP-116	YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC	YORK BLVD TO LONGHORN BLVD	0.29	50%
	B-31	L2-2U-78	POND WOODS RD TO POND SPRINGS RD CONNECTOR	POND SPRINGS TO 500' E OF POND SPRINGS	0.14	50%
	B-32	L2-2U-78	POND WOODS RD TO POND SPRINGS RD CONNECTOR	500' E OF POND SPRINGS TO POND WOODS	0.10	100%
	B-33	L4-6D-130	MC NEIL DR	PARMER LN TO CITY LIMITS	0.51	100%
	B-34	L4-6D-130	MC NEIL DR / HOWARD LN	735' W OF MCNEIL RD TO 4400' W OF SHORELINE DR EXT	0.80	100%
	B-35	L4-6D-130	W HOWARD LN	MCNEIL MERRILLTOWN RD TO MOPAC	0.58	100%
	B-36	L4-6D-130	MC NEIL RD	SH 45 TO W HOWARD LN	2.28	100%
	B-37	L3-4D-116	CR 172	SH 45 TO FM 1325	0.41	50%
	B-38	L3-4D-116-TxDOT	FM 1325 RD	CR 172 TO 1300' S OF CR 172	0.27	50%
	B-39	L3-4D-120-TxDOT	BURNET RD	800' N OF SHORELINE DR TO 800' N OF MERRILLTOWN DR	0.74	50%
	B-40	L3-4D-120	SHORELINE DR	MOPAC TO FM 1325	0.23	100%
	B-41	L3-4D-116	MC NEIL MERRILLTOWN RD	465' W OF MOPAC TO MOPAC	0.08	50%
	B-42	L3-4D-94	TECHNOLOGY BLVD	US 183 TO MCNEIL DR	0.56	100%
	B-43	L3-4D-116	POND SPRINGS RD-OAK KNOLL CONNECTOR	MCNEIL DR TO OAK KNOLL DR	0.62	100%
	B-44	L4-4D-0	HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR	HUNTERS CHASE DR TO OCEANAIRE BLVD	0.05	50%
			Type	Intersection		% In Service Area
	AI-14, BI-1		Intersection Improvements	N FM 620 RD AND W PARMER LN		50%
	AI-15, BI-2		Intersection Improvements	N FM 620 RD AND SH 45		50%
	AI-16, BI-3		Intersection Improvements	S O'CONNOR DR AND SH 45		25%
	BI-4, EI-11		Extend Turn Lane	ANDERSON MILL RD AND N US 183 HWY		50%
	BI-5		Intersection Improvements	ANDERSON MILL RD AND BROADMEADE AVE		100%
	BI-6		Intersection Improvements	ANDERSON MILL RD AND MORRIS RD		100%
	BI-7		Intersection Improvements	ANDERSON MILL RD AND W PARMER LN		50%
	BI-8		Signalize	ANDERSON MILL RD AND ROBINSON RANCH RD		100%
	BI-9		Signalize	N 620 RD AND ANDERSON MILL RD		100%
	BI-10		Signalize	ANDERSON MILL RD AND SH 45 TO MC NEIL MERRILLTOWN CONNECTION		100%
	BI-11		Signalize	MC NEIL RD AND ANDERSON MILL RD		100%
	BI-12		Signalize	GRAND AVENUE PKWY AND MOPAC		100%
	BI-13		Intersection Improvements	W PARMER LN AND TAMAYO DR		50%
	BI-14		Signalize	MC NEIL DR AND SH 45 TO MC NEIL MERRILLTOWN CONNECTION		100%
	BI-15		Signalize	SHORELINE DR AND MOPAC		100%
	BI-16		Signalize	W PARMER LN AND DALLAS DR		50%
	BI-17		Signalize	SH 45 TO MCNEIL DR CONNECTOR AND MC NEIL DR		100%
	BI-18		Signalize	SHORELINE DR AND SH 45 TO MC NEIL MERRILLTOWN CONNECTION		100%
	BI-19		Signalize	MC NEIL DR AND AVERY ISLAND AVE		100%
	BI-20		Intersection Improvements	MC NEIL DR AND W PARMER LN		75%
	BI-21		Intersection Improvements	MC NEIL RD AND W HOWARD LN		100%
	BI-22		Signalize	SHORELINE DR AND W HOWARD LN		100%
	BI-23		Signalize	W HOWARD LN AND MC NEIL MERRILLTOWN RD		50%
	BI-24		Signalize	RIATA TRACE PKWY AND RIATA VISTA CIR		100%
	BI-25		Signalize	W PARMER LN AND ADELPHI LN		100%
	BI-26, CI-4		Intersection Improvements	W PARMER LN AND N MOPAC EXPY		50%
	BI-27, CI-11		Intersection Improvements	N MOPAC EXPY AND PARK BEND DR		50%
	BI-28		Intersection Improvements	W BRAKER LN AND STONELAKE BLVD		100%
	BI-29		Intersection Improvement	GREAT HILLS TRL AND STONELAKE BLVD		100%
	BI-30		Modify Right Turn Lane	N CAPITAL OF TEXAS HWY AND RESEARCH BLVD		100%
	BI-31		Signalize	DUVAL RD AND MUSTANG CHASE		100%
	BI-32		Signalize	DUVAL RD AND SANTA CRUZ DR		100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

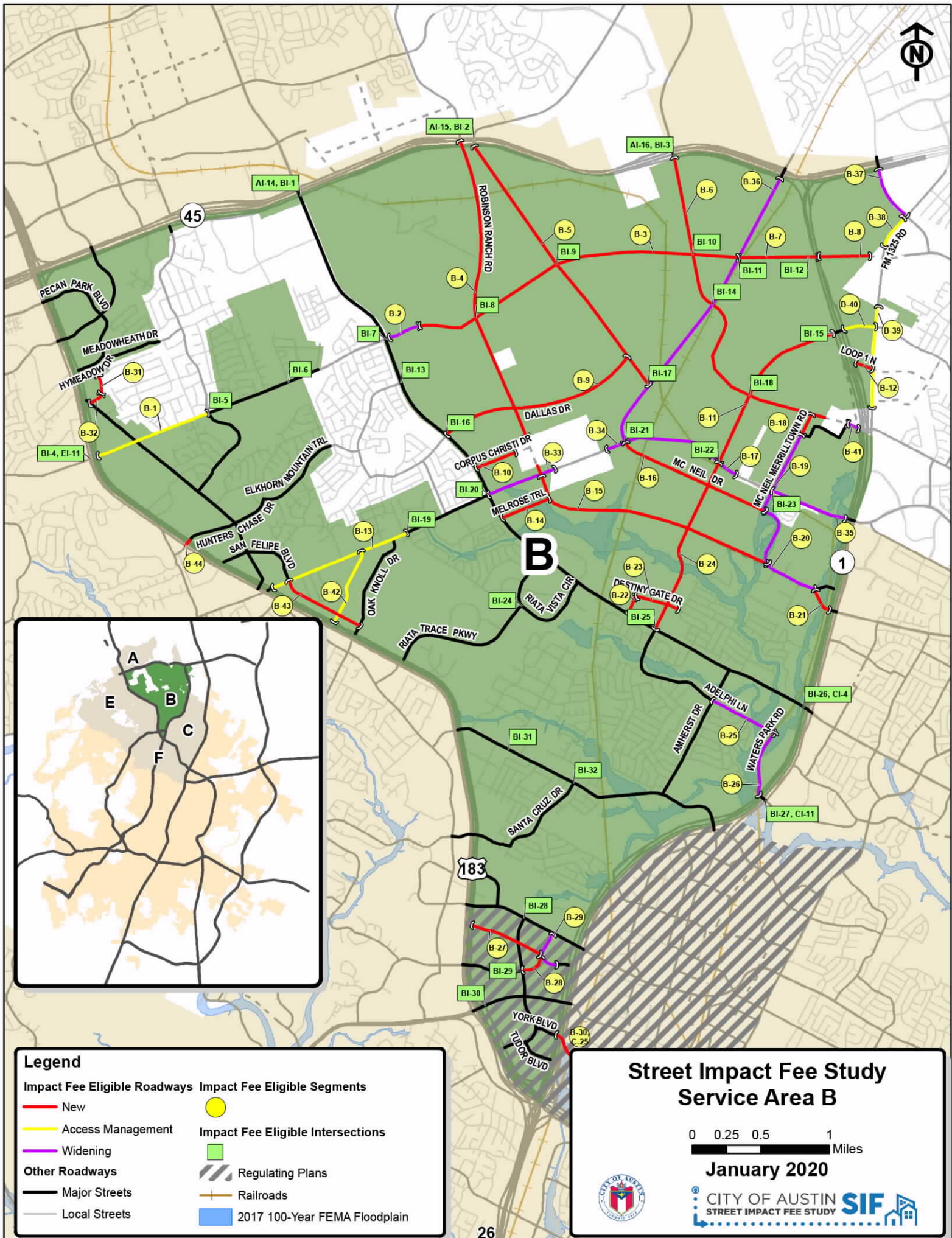
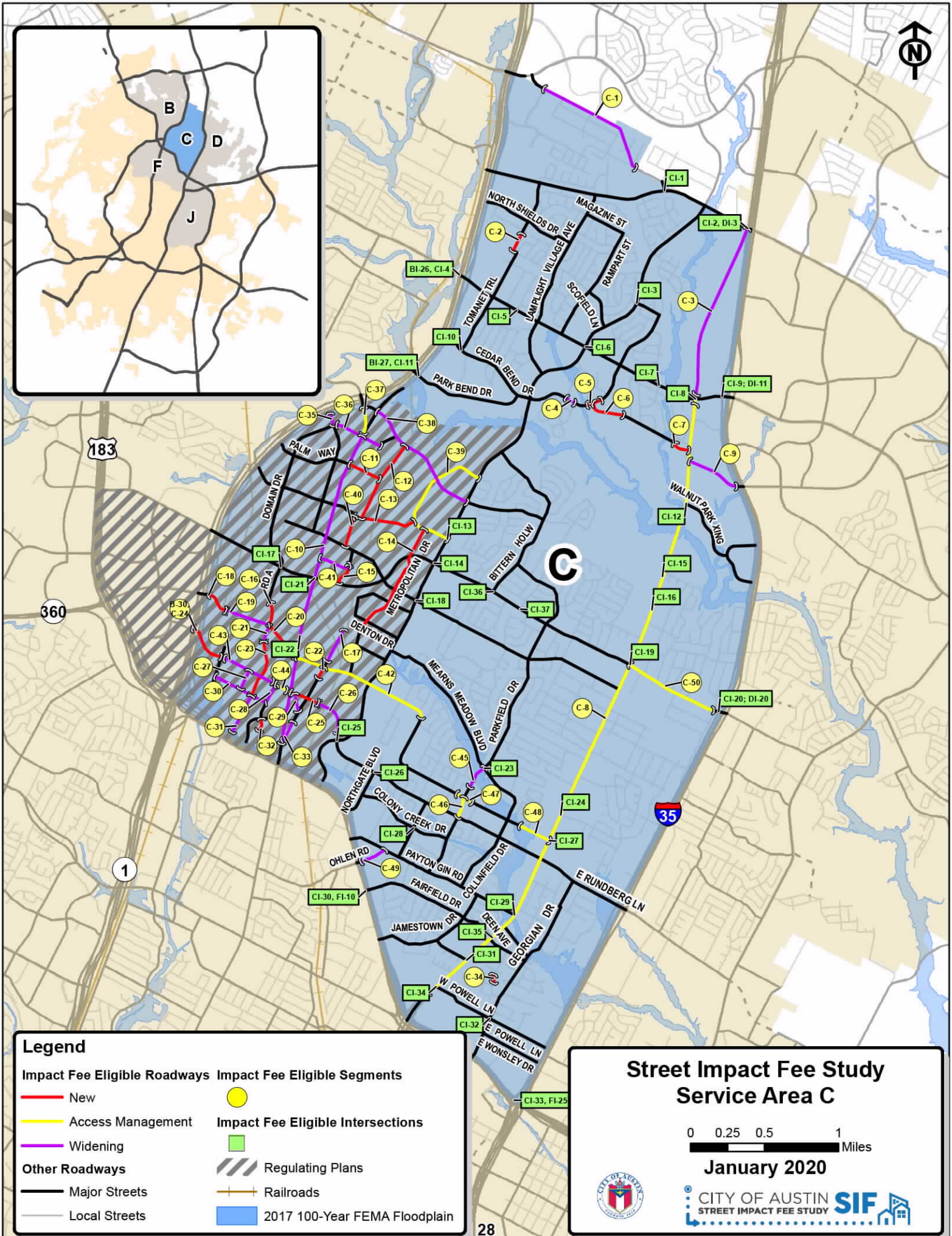
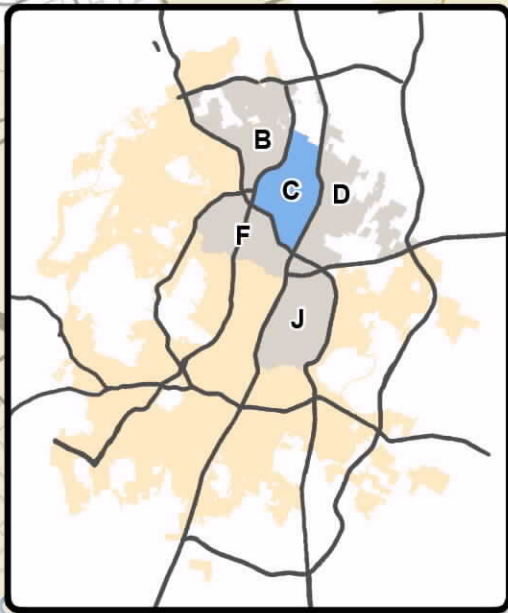


Table 3.C. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area C

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA C	C-1	L2-2U-78	W HOWARD LN	IDA RIDGE TO AVENUE K	0.88	50%
	C-2	L2-2U-78	WINWICK WAY	SINGLETREE AVE TO HARROWDEN DR	0.12	100%
	C-3	L3-10-130	N LAMAR BLVD	HOWARD LN TO FARMER LN	1.22	100%
	C-4	L2-2U-78	CEDAR BEND DR	RUNNING BIRD LN TO TANGLEWILD DR	0.07	100%
	C-5	L2-2U-78	CEDAR BEND DR	CEDAR BEND CV TO SCOFIELD FARMS DR	0.11	100%
	C-6	L2-2U-78	CEARLEY DR	CEDAR BEND DR TO OLD CEDAR LN	0.24	100%
	C-7	L2-2U-78	OLD CEDAR LN	END TO N LAMAR BLVD	0.12	100%
	C-8	L3-4D-130-TxDOT	N LAMAR BLVD	ANDERSON LN TO FARMER LN	4.53	100%
	C-9	L2-2U-78	W YAGER LN	LAMAR BLVD TO IH 35 SVRD	0.37	100%
	C-10	L3-6D-130-TxDOT	BURNET RD	GAULT LN TO RESEARCH BLVD	2.18	100%
	C-11	L2-2U-OP-92	BURNET RD CONNECTOR	BURNET RD TO GRACY FARMS TO KRAMER LN CONNECTOR	0.23	100%
	C-12	L2-2U-OP-92	GRACY FARMS LN-KRAMER LN CONNECTOR	GRACY FARMS LN TO KRAMER LN	0.58	100%
	C-13	L2-2U-OP-92	ESPERANZA XING-STONEHOLLOW DR CONNECTOR	ESPERANZA XING TO STONEHOLLOW DR	0.43	100%
	C-14	L2-2U-OP-92	METROPOLITAN DR	STONEHOLLOW DR TO METROPOLITAN DR	0.85	100%
	C-15	L2-2U-OP-92	BROCKTON DR-W BRAKER LN CONNECTOR	BROCKTON DR TO W BRAKER LN	0.15	100%
	C-16	L2-2U-OP-92	UNITED DR	HARRY RANSOM TR TO EXPLORATION WAY	0.16	100%
	C-17	L2-2U-OP-92	MC KALLA PL	END TO RUTLAND DR	0.25	100%
	C-18	L3-4U-OP-116	CAPITAL OF TEXAS HWY-READ GRANBERRY TR CONNECTOR	CAPITAL OF TEXAS HWY TO READ GRANBERRY TR	0.17	100%
	C-19	L3-4U-OP-116	READ GRANBERRY TR	CREATIVITY TR TO HARRY RANSOM TR	0.31	100%
	C-20	L3-4U-OP-116	READ GRANBERRY TR-BURNET RD CONNECTOR	READ GRANBERRY TR TO BURNET RD	0.29	100%
	C-21	L2-2U-OP-92	HARRY RANSOM TR	READ GRANBERRY TR TO UNITED DR	0.11	100%
	C-22	L2-2U-OP-92	RUTLAND DR-SAUNDERS LN CONNECTOR	RUTLAND DR TO SAUNDERS LN	0.09	100%
	C-23	L2-2U-OP-92	UNITED DR	INDUSTRIAL TERRACE TO HARRY RANSOM TR	0.40	100%
	B-30, C-24	L3-4U-OP-116	YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC	YORK BLVD TO LONGHORN BLVD	0.29	50%
	C-25	L3-4D-116	W RUNDBERG LN	BURNET RD TO RUNDBERG LN	0.20	100%
	C-26	L3-4D-116	W RUNDBERG LN	250' N OF METRIC BLVD TO END	0.28	100%
	C-27	L1-2U-OP-60	BUSINESS DR	LONGHORN BLVD TO INDUSTRIAL TERR	0.14	100%
	C-28	L2-2U-OP-92	REID DR	LONGHORN BLVD TO INDUSTRIAL TERR	0.14	100%
	C-29	L2-2U-OP-92	MC NEIL RD	MCNEIL RD TO W RUNDBERG LN	0.13	100%
	C-30	L2-2U-OP-92	INDUSTRIAL TERR	NEILS THOMPSON DR TO REID DR	0.39	100%
	C-31	L2-2U-OP-92	UNITED DR	RESEARCH BLVD TO INDUSTRIAL TERR	0.28	100%
	C-32	L2-2U-OP-92	REID DR	WATERFORD CENTRE BLVD TO END	0.09	100%
	C-33	L2-2U-OP-92	MC NEIL RD	WATERFORD CENTRE BLVD TO BURNET RD	0.16	100%
	C-34	L1-2U-OP-60	GUADALUPE ST	SAN JOSE ST TO BOLLES CIR	0.06	100%
	C-35	L2-4D-90	ALTERRA PKWY	MOPAC TO DOMAIN DR	0.08	100%
	C-36	L2-4D-90	GAULT LN	ALTERRA PKWY TO HOBBY HORSE CT	0.35	100%
	C-37	L3-4D-120-TxDOT	DUVAL RD	GRACY FARMS LN TO GAULT LN	0.18	100%
	C-38	L3-4D-116	GRACY FARMS LN	BURNET RD TO METRIC BLVD	0.89	100%
	C-39	L3-4D-116	STONEHOLLOW DR	METRIC BLVD TO METRIC BLVD	0.92	100%
	C-40	L2-2U-OP-92	ESPERANZA LN TO KRAMER LN CONNECTOR	ESPERANZA LN TO KRAMER LN	0.21	100%
	C-41	L2-4D-116	BROCKTON DR	BURNET RD TO BROCKTON DR	0.22	100%
	C-42	L3-4D-94	RUTLAND DR	BURNET RD TO 2300' E OF METRIC BLVD	0.96	100%
	C-43	L3-4D-116	LONGHORN BLVD	NEILS THOMPSON TO REID DR	0.41	100%
	C-44	L3-4D-116	LONGHORN BLVD	REID DR TO BURNET RD	0.11	100%
	C-45	L2-3U-74	PARKFIELD DR	MEARNS MEADOW BLVD TO N OF RUTLAND DR	0.16	100%
	C-46	L2-4D-94	PARKFIELD DR	RUTLAND DR TO W RUNDBERG LN	0.14	100%
	C-47	L3-4D-94	RUTLAND DR	W OF PARKFIELD TO E OF PARKFIELD	0.11	100%
	C-48	L3-4D-94	RUTLAND DR	W OF LAMAR BLVD TO LAMAR BLVD	0.22	100%
	C-49	L3-4D-100	OHLEN RD	RESEARCH BLVD TO PAYTON GIN RD	0.18	100%
	C-50	L4-4D-104	W BRAKER LN	N LAMAR BLVD TO INTERSTATE 35	0.64	100%
			Type	Intersection		% In Service Area
	CI-1		Signalize	SCOFIELD RIDGE PKWY AND W HOWARD LN		100%
	CI-2, DI-3		Intersection Improvements	W HOWARD LN AND N IH 35		50%
	CI-3		Signalize	METRIC BLVD AND CUTTING HORSE LN		100%
	BI-26, CI-4		Intersection Improvements	W FARMER LN AND N MOPAC EXPY		50%
	CI-5		Signalize	FARMER LN AND LIMERICK AVE		100%
	CI-6		Intersection Improvements	METRIC BLVD AND W FARMER LN		100%
	CI-7		Signalize	W FARMER LN AND ROLLING HILL DR		100%
	CI-8		Intersection Improvements	W FARMER LN AND N LAMAR BLVD		100%
	CI-9, DI-11		Intersection Improvements	W FARMER LN AND N IH 35		50%
	CI-10		Signalize	CEDAR BEND DR AND TOMANET TR		100%
	BI-27, CI-11		Intersection Improvements	N MOPAC EXPY AND PARK BEND DR		50%
	CI-12		Signalize	N LAMAR BLVD AND WALNUT PARK XING		100%
	CI-13		Signalize	METRIC BLVD AND STONEHOLLOW DR		100%
	CI-14		Intersection Improvements	W BRAKER LN AND METRIC BLVD		100%
	CI-15		Signalize	N LAMAR BLVD AND 11850 BLK N LAMAR BLVD (BRENTWOOD CHRISTIAN SCHOOL)		100%
	CI-16		Signalize	N LAMAR BLVD AND 11700 BLK N LAMAR BLVD (RESTAURANT DWY)		100%
	CI-17		Intersection Improvements	W BRAKER LN AND DOMAIN DR		100%
	CI-18		Intersection Improvements	METRIC BLVD AND KRAMER LN		100%
	CI-19		Intersection Improvements	W BRAKER LN AND N LAMAR BLVD		100%
	CI-20, DI-20		Intersection Improvements	E BRAKER LN AND N IH 35		50%
	CI-21		Intersection Improvements	W BRAKER LN AND BURNET RD		100%
	CI-22		Signalize	BURNET RD AND READ GRANBERRY TR		100%
	CI-23		Signalize	PARKFIELD DR AND MEARNS MEADOWS BLVD		100%
	CI-24		Intersection Improvements	N LAMAR BLVD AND W LONGSPUR BLVD		100%
	CI-25		Intersection Improvements	METRIC BLVD AND W RUNDBERG LN		100%
	CI-26		Signalize	W RUNDBERG LN AND NORTHGATE BLVD		100%
	CI-27		Intersection Improvements	N LAMAR BLVD AND RUTLAND DR		100%
	CI-28		Signalize	HUNTERS TRACE AND COLONY CREEK DR		100%
	CI-29		Intersection Improvements	N LAMAR BLVD AND PAYTON GIN DR		100%
	CI-30, FI-10		Intersection Improvements	FAIRFIELD DR AND RESEARCH BLVD		50%
	CI-31		Intersection Improvements	N LAMAR BLVD AND THURMOND ST		100%
	CI-32		Signalize	GEORGIAN DR AND W POWELL LN		100%
	CI-33, FI-25		Intersection Improvements	N IH 35 AND E ANDERSON LN		50%
	CI-34		Signalize	N LAMAR BLVD AND POWELL LN		100%
	CI-35		Signalize	N LAMAR BLVD AND FAIRFIELD DR		100%
	CI-36		Signalize	W BRAKER LN AND BITTERN HOLLOW		100%
	CI-37		Signalize	W BRAKER LN AND SWEARINGEN DR		100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways	Impact Fee Eligible Segments
New	Yellow circle
Access Management	Impact Fee Eligible Intersections
Widening	Green square
Other Roadways	Regulating Plans
Major Streets	Railroads
Local Streets	2017 100-Year FEMA Floodplain

Street Impact Fee Study Service Area C

0 0.25 0.5 1 Miles

January 2020



CITY OF AUSTIN
STREET IMPACT FEE STUDY



Table 3.D. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area D

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA D	D-1	L3-4U-88	VISION DR	FM 1825 RD TO THREE POINTS RD	0.22	50%
	D-2	L3-4D-120-TxDOT	FM 1825 RD	W WELLS BRANCH TO W PECAN ST	0.59	50%
	D-3	L2-2U-78	WELLS BRANCH PKWY-SCOBEE ST CONNECTOR	W WELLS BRANCH PKWY TO SCOBEE ST	0.41	100%
	D-4	L4-6D-120	WELLS BRANCH PKWY	FM 1825 TO 1560' E OF HEATHERWILDE BLVD	1.32	100%
	D-5	L2-2U-78	CADENCE LN	OBLIQUE DR TO BAUHAUS BND	0.20	100%
	D-6	L2-2U-OP-78	FISH LN	HARRISGLEN DR TO DESSAU RD	0.26	100%
	D-7	L4-6D-142	DESSAU RD	HOWARD LN TO CITY LIMITS	0.68	50%
	D-8	L2-2U-78	JOSH RIDGE BLVD CONNECTOR	HARRIS RIDGE BLVD TO 575' E OF HARRIS RIDGE BLVD	0.11	100%
	D-9	L2-2U-78	JOSH RIDGE BLVD CONNECTOR	305' E OF HARRISGLEN DR TO 1035' E OF HARRISGLEN DR	0.14	100%
	D-10	L4-6D-142	DESSAU RD	620' N OF DESSAU RIDGE LN TO 338' N OF E HOWARD LN	0.23	100%
	D-11	L4-6D-142	DESSAU RD	1250' N OF W PARMER LN TO 620' N OF DESSAU RIDGE LN	0.89	50%
	D-12	L4-6D-142	DESSAU RD	W PARMER LN TO 1250' N OF W PARMER LN	0.24	100%
	D-13	L3-4D-116	E HOWARD LN	445' W OF KEARNS DR TO 1845' E OF CANTARRA DR	0.61	100%
	D-14	L2-2U-78	SILICON DR	TITANIUM DR TO PARMER LN TO HOWARD LN CONNECTION	0.69	100%
	D-15	L2-2U-78	E HOWARD LN-E PARMER LN CONNECTOR	E HOWARD LN TO E PARMER LN	0.54	50%
	D-16	L4-6D-154-TxDOT	E PARMER LN	INTERSTATE 35 TO 1160' E OF SAMSUNG BLVD	3.79	100%
	D-17	L4-6D-154-TxDOT	E PARMER LN	3003' W OF HARRIS BRANCH PKWY TO 2844' E OF HARRIS BRANCH PKWY	1.07	100%
	D-18	L3-3U-80	E YAGER LN	350' W OF NATURES BEND TO E PARMER LN	1.19	100%
	D-19	L1-2U-OP-60	HICKORY GROVE DR CONNECTOR	HICKORY GROVE DR TO PLAZA LN	0.09	100%
	D-20	L3-4D-120	PARMER LN-SAMSUNG BLVD CONNECTOR	PARMER LN TO SAMSUNG BLVD	1.59	100%
	D-21	L2-2U-78	CAMERON RD	420' E OF YAGER LN TO 2925' E OF YAGER LN	0.47	50%
	D-22	L2-2U-78	CAMERON RD	2925' E OF YAGER LN TO E PARMER LN	0.51	100%
	D-23	L4-6D-154-TxDOT	E PARMER LN	1230' E OF SH 130 NB SVRD TO US 290 WB SVRD	0.62	50%
	D-24	L3-4D-120	E BRAKER LN	175' W OF DAWES PL TO 950' W OF SAMSUNG BLVD	0.90	100%
	D-25	L3-4D-120	ARTERIAL A	E PARMER LN TO 820' N OF E BRAKER LN	0.80	50%
	D-26	L2-2U-78	CAMERON RD	1561' N OF BLUE GOOSE RD TO 3735' N OF BLUE GOOSE RD	0.41	50%
	D-27	L2-2U-78	CAMERON RD	BLUE GOOSE RD TO 1128' N OF BLUE GOOSE RD	0.21	50%
	D-28	L3-4D-120	E BRAKER LN	CAMERON RD TO 2211' E OF CAMERON RD	0.42	100%
	D-29	L2-2U-78	BLUE GOOSE RD-MACIVER DR CONNECTOR	BLUE GOOSE RD TO MACIVER DR (FUTURE)	0.65	50%
	D-30	L2-2U-78	BLUE GOOSE RD	CAMERON RD TO BLUE GOOSE RD-MACIVER DR CONNECTOR	0.53	50%
	D-31	L3-4D-116	BLUE GOOSE RD	GILES LN TO CITY LIMITS	0.52	50%
	D-32	L2-2U-78	SH 130 SVRD-GILES LN CONNECTOR	SH 130 SVRD TO GILES LN CONNECTION TO CITY LIMITS	0.40	50%
	D-33	L2-2U-78	BLUE GOOSE RD-PARMER LN CONNECTOR	BLUE GOOSE RD TO PARMER LN	0.72	100%
	D-34	L3-4D-116	BLUE GOOSE RD	HARRIS BRANCH PKWY TO US 290	0.76	100%
	D-35	L2-2U-60	BLUFF BEND DR	COLLINWOOD DR TO E BRAKER LN	0.31	100%
	D-36	L2-2U-78	RUBY DR	INTERSTATE 35 SVRD TO JOSEPH CLAYTON DR	0.13	100%
	D-37	L2-2U-78	RUBY DR	JOSEPH CLAYTON DR TO BLUFF BEND DR	0.10	100%
	D-38	L2-2U-78	E APPLGATE DR	DESSAU RD TO WARRINGTON DR	0.16	100%
	D-39	L2-2U-78	APPLGATE DR-WHITAKER DR CONNECTOR	APPLGATE DR TO WHITAKER DR	0.39	100%
	D-40	L2-2U-78	SPRINKLE CUTOFF RD	160' S OF TRAIL WEARY DR TO 1646' N OF SPRINKLE RD	1.05	100%
	D-41	L2-2U-78	SPRINKLE CUTOFF RD	SPRINKLE RD TO 1646' N OF SPRINKLE RD	0.31	50%
	D-42	L2-2U-78	BROWN LN	379' S OF DUNGAN LN TO 1007' N OF FERGUSON LN	0.17	100%
	D-43	L2-2U-78	SPRINKLE RD	1144' N OF CRISWELL RD TO 1970' N OF CRISWELL RD	0.16	50%
	D-44	L2-2U-78	SPRINKLE RD	SPRINKLE CUTOFF RD TO 1147' W OF SPRINKLE CUTOFF RD	0.22	50%
	D-45	L1-2U-60	TAEBAEK DR	E BRAKER LN TO TAEBAEK DR	0.06	100%
	D-46	L2-2U-OP-78	DUNGAN LN	DESSAU RD TO BROWN LN	0.33	100%
	D-47	L2-2U-78	BROWN LN	FERGUSON LN TO 1007' N OF FERGUSON LN	0.19	100%
	D-48	L2-2U-78	BROWN LN	DUNGAN LN TO 379' S OF DUNGAN LN	0.07	50%
	D-49	L3-4D-116	E RUNDBERG LN	CAMERON RD TO FERGUSON LN	0.55	100%
	D-50	L3-4D-116	E HOWARD LN	DESSAU RD TO HARRIS BRANCH PKWY	0.50	100%
	D-51	L3-4D-120	FERGUSON LN	E RUNDBERG LN TO SANSOM RD	1.12	50%
	D-52	L2-2U-OP-70	WALL ST-PROFIT CENTRE DR CONNECTOR	WALL ST TO PROFIT CENTRE DR	0.62	100%
	D-53	L2-2U-78	SANSOM RD	FERGUSON LN TO 1722' S OF FERGUSON LN	0.33	50%
	D-54	L2-2U-78	SANSOM RD	SPRINGDALE RD TO 772' W OF SPRINGDALE RD	0.15	50%
	D-55	L3-4D-120	BRATTON LN	MICHAEL ANGELO WAY TO SCARBROUGH DR	0.31	100%
	D-56	L3-4D-94	CENTER RIDGE DR	IH 35 SVRD TO 555' E OF IH 35 SVRD	0.10	100%
	D-57	L3-4D-94	CENTER RIDGE DR	555' E OF IH 35 SVRD TO MC CALLEN PASS	0.52	100%
	D-58	L3-4D-120	CENTER LAKE DR	W PARMER LN TO MC CALLEN PASS	0.50	100%
	D-59	L3-4D-96	HARRIS RIDGE BLVD	E HOWARD LN TO E PARMER LN	0.76	100%
	D-60	L3-4D-116	E HOWARD LN	DESSAU RD TO HARRIS BRANCH PKWY	0.24	100%
	D-61	L4-4D-120	E BRAKER LN	IH 35 SVRD TO BLUFF BEND DR	0.21	100%
	D-62	L3-4D-90	TUSCANY WAY	FERGUSON LN TO EXCHANGE DR	0.38	100%
	D-63	L3-4D-90	TUSCANY WAY	EXCHANGE DR TO US 290 HWY SVRD	0.85	100%
	D-64	L3-4D-90	EXCHANGE DR	TUSCANY WAY TO CROSS PARK DR	0.63	100%
	D-65	L3-4D-94	WALL ST	CROSS PARK DR TO FERGUSON LN	0.68	100%
	D-66	L3-4D-90	CROSS PARK DR	FUTURE DR TO FORBES DR	1.05	100%
	D-67	L3-4D-90	SPRINGDALE RD	SANSOM RD TO US 290 HWY SVRD	0.09	100%
	D-68	L3-4D-90	CROSS PARK DR	CAMERON RD TO FUTURE DR	0.05	100%
	D-69	L3-4D-96	E YAGER LN	TECH RIDGE BLVD TO NATURES BND	0.14	100%

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Table 3.D. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area D

Service Area	Proj. #	Type	Intersection	% In Service Area
SA D	DI-1	Signalize	W WELLS BRANCH PKWY AND DRUSILLAS DR	100%
	DI-2	Intersection Improvements	W WELLS BRANCH PKWY AND S HEATHERWILDE BLVD	75%
	CI-2, DI-3	Intersection Improvements	W HOWARD LN AND N IH 35	50%
	DI-4	Intersection Improvements	W HOWARD LN AND S HEATHERWILDE BLVD/MC CALLEN PASS	50%
	DI-5	Signalize	E HOWARD LN AND GREINERT DR	50%
	DI-6	Signalize	OWARD LN AND HOWARD LN TO MC CALLEN PASS CONNECTION/CAPE HO	50%
	DI-7	Intersection Improvements	E HOWARD LN AND HARRIS RIDGE BLVD	75%
	DI-8	Signalize	HOWARD LN AND HARRISGLENN DR	100%
	DI-9	Intersection Improvements	E HOWARD LN AND DESSAU RD	100%
	DI-10	Signalize	MC CALLEN PASS AND CENTER RIDGE DR	100%
	CI-9, DI-11	Intersection Improvements	W PARMER LN AND N IH 35	50%
	DI-12	Intersection Improvements	E PARMER LN AND MC CALLEN PASS	100%
	DI-13	Intersection Improvements	E PARMER LN AND HARRIS RIDGE BLVD/TECH RIDGE BLVD	100%
	DI-14	Intersection Improvements	E PARMER LN AND HARRISGLENN DR	100%
	DI-15	Signalize	DESSAU RD AND PEARL RETREAT DR	50%
	DI-16	Signalize	E PARMER LN AND E YAGER LN	100%
	DI-17	Intersection Improvements	DESSAU RD AND E PARMER LN	100%
	DI-18	Signalize	E PARMER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION	100%
	DI-19	Intersection Improvements	HARRIS BRANCH PKWY AND E PARMER LN	100%
	CI-20, DI-20	Intersection Improvements	E BRAKER LN AND N IH 35	50%
	DI-21	Signalize	E BRAKER LN AND MUSKET VALLEY TRL	100%
	DI-22	Signalize	E BRAKER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION	100%
	DI-23	Signalize	E BRAKER LN AND SAMSUNG BLVD	100%
	DI-24	Signalize	HARRIS BRANCH PKWY AND FARMHAVEN RD	100%
	DI-25	Signalize	SAMSUNG BLVD TO E PARMER LN CONNECTION AND SAMSUNG BLVD	100%
	DI-26	Signalize	GILES LN AND BLUE GOOSE RD	100%
	DI-27	Signalize	HARRIS BRANCH PKWY AND BLUE GOOSE RD	100%
	DI-28	Signalize	DESSAU RD AND E APPLGATE DR	100%
	DI-29	Signalize	DESSAU RD AND MEADOWMEAR DR	100%
	DI-30	Signalize	DESSAU RD AND CHILDRESS DR	100%
	DI-31	Intersection Improvements	DESSAU RD AND DUNGAN LN	100%
	DI-32	Signalize	TUSCANY WAY AND EXCHANGE DR	100%
	DI-33	Signalize	RUTHERFORD LN AND CENTRE CREEK DR	100%
	DI-34, JI-1	Intersection Improvements	N IH 35 AND E ANDERSON LN	50%
	DI-35	Signalize	DESSAU RD AND BRADBURY LN	50%
	DI-36	Signalize	DESSAU RD AND DESSAU RIDGE LN	50%

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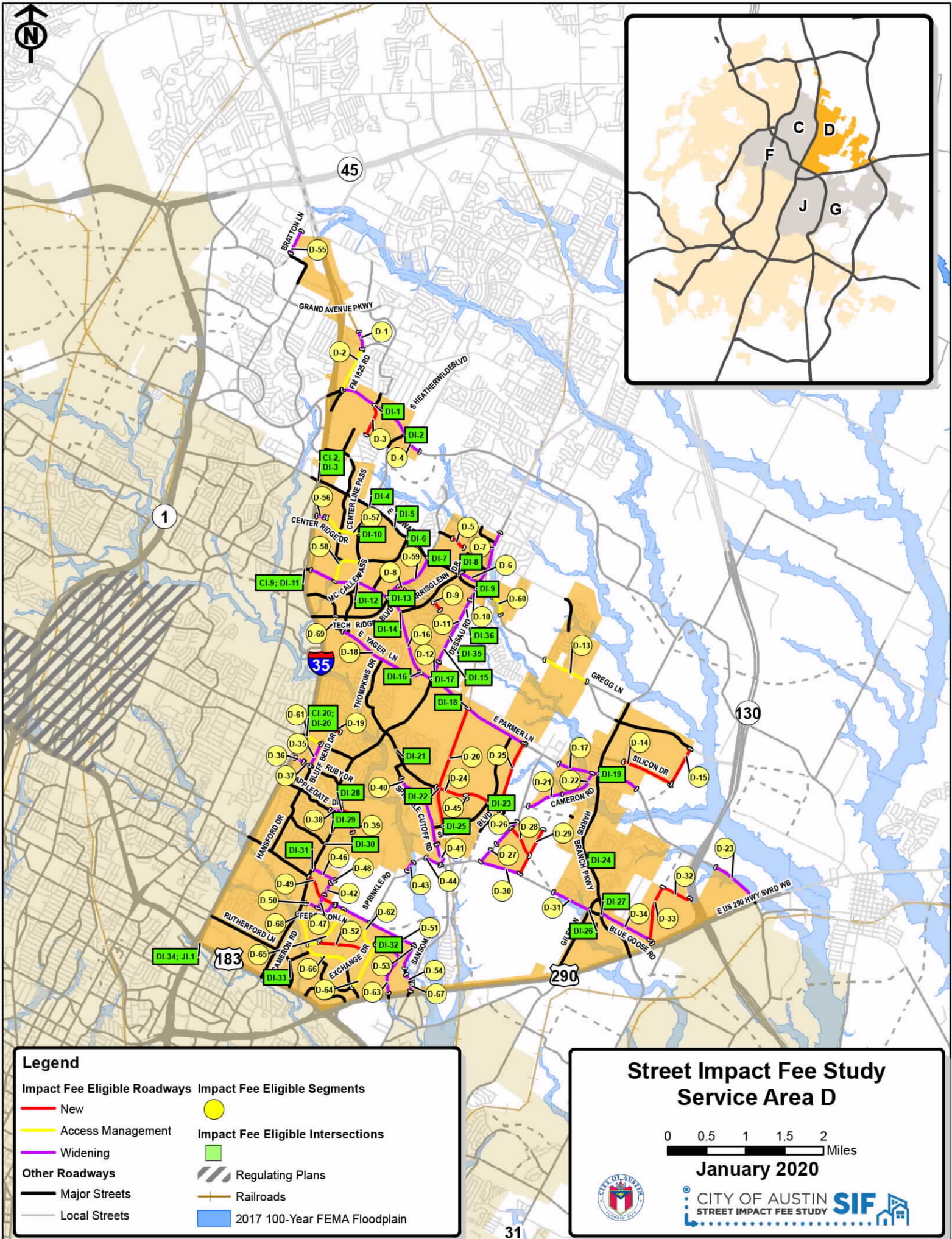


Table 3.DT. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area DT

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA DT	DT-1	L3-2U-80	RED RIVER ST	DAVIS ST TO END	0.18	100%
	DT-2, I-21	L3-5U-80	W MARTIN LUTHER KING JR BLVD	IH-35 SVRD SB TO PEARL ST	1.02	50%
	DT-3, I-20	L3-4D-100	N LAMAR BLVD	MARTIN LUTHER KING JR BLVD TO 15TH ST	0.19	50%
	DT-4	L2-2U-OP-80	W 18TH ST	GUADALUPE ST TO TRINITY ST	0.44	100%
	DT-5	L2-2U-OP-80	E 17TH ST	SAN ANTONIO ST TO TRINITY ST	0.51	100%
	DT-6	L2-2U-OP-80	W 16TH ST	SAN ANTONIO ST TO SAN JACINTO BLVD	0.44	100%
	DT-7	L3-3O-80	SAN JACINTO BLVD	E MARTIN LUTHER KING JR BLVD TO CESAR CHAVEZ ST	1.25	100%
	DT-8	L3-3O-80	TRINITY ST	E MARTIN LUTHER KING JR BLVD TO E 6TH ST	0.91	100%
	DT-9	L3-3U-78	RED RIVER ST	E 18TH ST TO E MARTIN LUTHER KING JR BLVD	0.07	100%
	DT-10, I-34	L3-4D-80	N LAMAR BLVD	PARKFIELD TO 15TH ST	0.11	50%
	DT-11, I-25	L3-4D-80	N LAMAR BLVD	6TH ST TO PARKWAY (184' N OF 12TH ST)	0.53	50%
	DT-12	L3-3U-78	RED RIVER ST	E 15TH ST TO E 12TH ST	0.22	100%
	DT-13	L2-2U-80	BRAZOS ST	11TH ST TO 8TH ST	0.34	100%
	DT-14	L2-2U-80	E 10TH ST	GUADALUPE ST TO INTERSTATE 35 SBFR	0.71	100%
	DT-15	L2-4U-80	W 9TH ST	GUADALUPE ST TO SAN JACINTO BLVD	0.37	100%
	DT-16	L2-2U-80	E 9TH ST	SAN JACINTO TO TRINITY ST	0.07	100%
	DT-17	L2-2U-80	E 9TH ST	TRINITY ST TO INTERSTATE 35 SBFR	0.27	100%
	DT-18	L2-2U-80	E 8TH ST	GUADALUPE ST TO INTERSTATE 35 SBFR	0.71	100%
	DT-19	L3-4O-82	W 7TH ST	GUADALUPE ST TO INTERSTATE 35 SBFR	0.93	100%
	DT-20	L2-2U-OP-92	RAINEY ST	E CESAR CHAVEZ ST TO DRISKILL ST	0.08	100%
			Type	Intersection		% In Service Area
	DTI-1, II-35		Intersection Improvements	W MARTIN LUTHER KING JR BLVD AND NUECES ST		50%
	DTI-2		Signalize	SAN JACINTO BLVD AND E 17TH ST		100%
	DTI-3		Signalize	W 12TH ST AND SAN ANTONIO ST		100%
	DTI-4		Signalize	W 14TH ST AND GUADALUPE ST		100%
	DTI-5		Signalize	W 14TH ST AND LAVACA ST		100%
	DTI-6		Signalize	W 13TH ST AND GUADALUPE ST		100%
	DTI-7		Signalize	SAN JACINTO BLVD AND 13TH ST		100%
	DTI-8		Signalize	E 12TH ST AND TRINITY ST		100%
	DTI-9		Signalize	WEST AVE AND W 8TH ST		100%
	DTI-10		Intersection Improvements	RED RIVER ST AND E 11TH ST		100%
	DTI-11		Signalize	RED RIVER ST AND E 9TH ST		100%
	DTI-12		Signalize	W 6TH ST AND SAN ANTONIO ST		100%
	DTI-13		Signalize	W 5TH ST AND SAN ANTONIO ST		100%
	DTI-14		Signalize	W 3RD ST AND NUECES ST		100%
	DTI-15		Signalize	W 3RD ST AND SAN ANTONIO ST		100%
	DTI-16		Signalize	W 2ND ST AND NUECES ST		100%
	DTI-17		Signalize	SAN JACINTO BLVD AND 4TH ST		100%
	DTI-18		Signalize	TRINITY ST AND 4TH ST		100%
	DTI-19		Signalize	SAN JACINTO BLVD AND 3RD ST		100%
	DTI-20		Signalize	TRINITY ST AND 3RD ST		100%
	DTI-21		Signalize	TRINITY ST AND 2ND ST		100%
	DTI-22, II-39		Signalize	N LAMAR BLVD AND SANDRA MURDAIDA WAY		50%
	DTI-23		Signalize	W CESAR CHAVEZ ST AND GUADALUPE ST		100%
	DTI-24		Signalize	SABINE ST AND E 11TH ST		100%
	DTI-25		Signalize	SABINE ST AND E 12TH ST		100%
	DTI-26		Signalize	GUADALUPE ST AND W 18TH ST		100%
	DTI-27		Signalize	GUADALUPE ST AND W 16TH ST		100%

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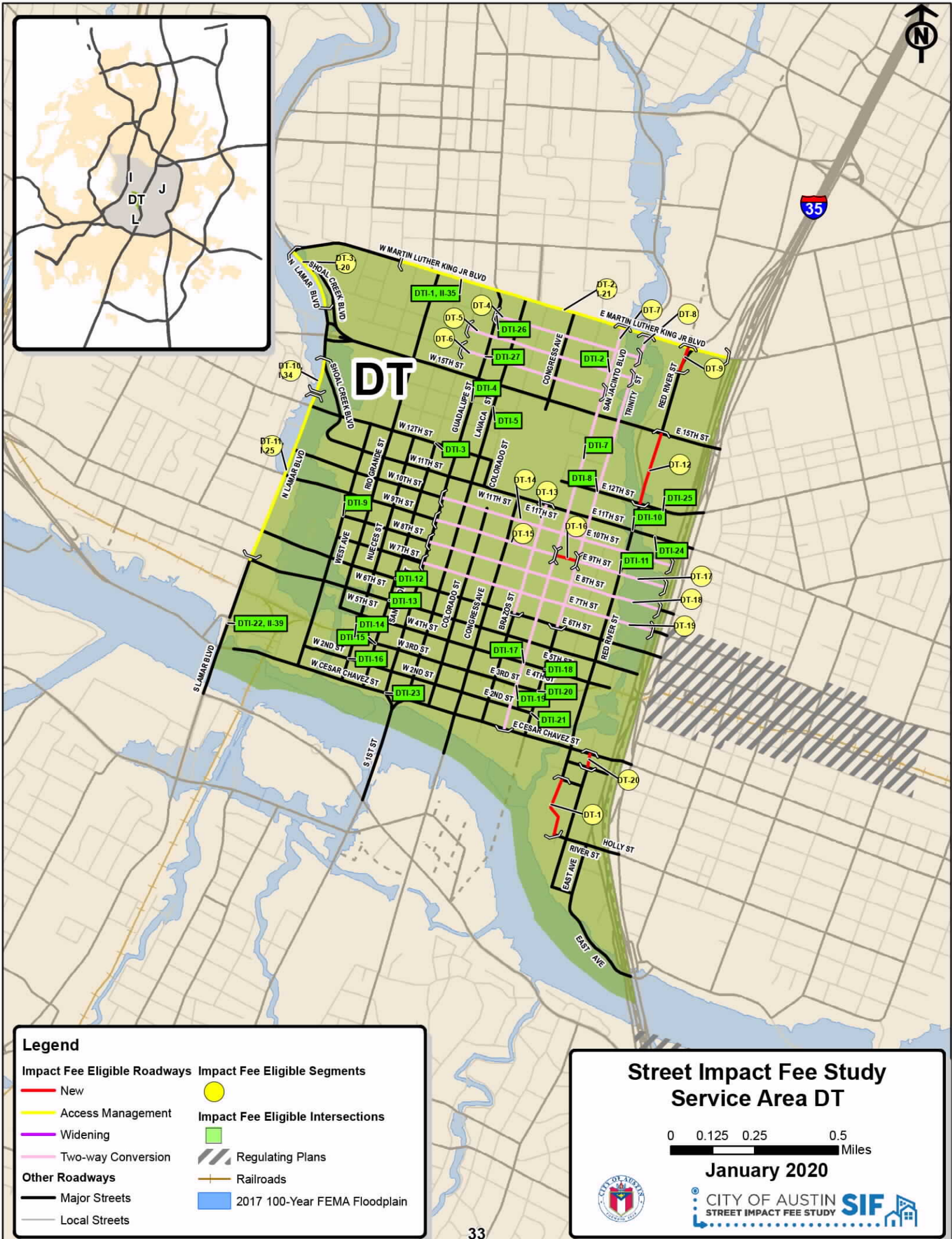
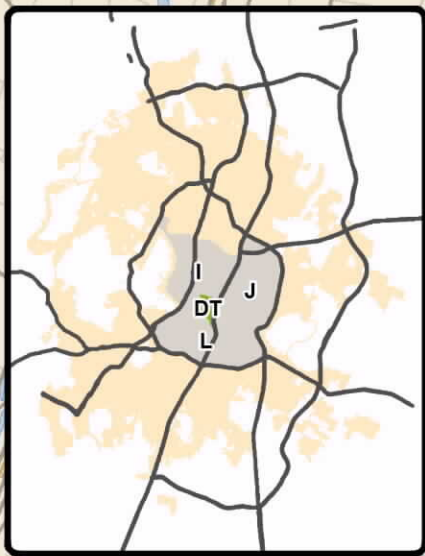


Table 3.E. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area E

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA E	A-15, E-1	L4-6D-154-TxDOT	N RM 620 RD	DEERBROOK TRL TO 600' E OF RIDGELINE BLVD	0.32	50%
	E-2	L5-6D-154-TxDOT	N RM 620 RD	DEERBROOK TRL TO FM 2222	5.09	100%
	E-3	L3-4D-120	ANDERSON MILL RD	420' W OF RESEARCH BLVD TO RESEARCH BLVD	0.10	100%
	E-4	L3-4D-120	ANDERSON MILL RD	100' E OF SPICEWOOD PKWY TO 420' W OF RESEARCH BLVD	0.87	100%
	E-5	L3-4D-120	ANDERSON MILL RD	100' E OF SPICEWOOD PKWY TO SPICEWOOD PKWY	0.03	100%
	E-6	L3-4D-104	ANDERSON MILL RD	CROSSTIMBER DR TO CENTENNIAL TRL	0.23	100%
	E-7, H-1	L3-3U-S-100	BULLICK HOLLOW RD	FM 620 TO FM 2769	3.08	50%
	E-8	L4-4D-0	HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR	HUNTERS CHASE DR TO OCEANAIRE BLVD	0.05	50%
	E-9, H-3	L4-6D-147-TxDOT	RM 2222 RD	FM 620 BYPASS TO RIBELIN RANCH RD	1.32	50%
	E-10	L3-4D-120	RM 2222 TO FOUR POINTS DR CONNECTOR	RM 2222 TO FOUR POINTS DR	0.30	100%
	E-11	L3-4D-120	FOUR POINTS TO MCNEIL DR CONNECTOR	FOUR POINTS TO MCNEIL DR	0.72	100%
	E-12	L2-2U-S-80	OLD LAMPASAS TRL	TALLEYRAN DR TO SPICEWOOD SPRINGS RD	0.47	100%
	E-13	L2-2U-60	TEXAS PLUME RD	SPICEWOOD SPRINGS RD TO D K RANCH RD	0.34	100%
	E-14	L2-2U-S-80	SPICEWOOD SPRINGS RD	LAMPASAS TRL TO CAPITAL OF TEXAS HWY	3.49	50%
	E-15	L2-2U-S-80	YAUPON DR-BLUFFSTONE DR CONNECTOR	YAUPON DR TO BLUFFSTONE DR	0.45	100%
	E-16	L3-4D-120	SPICEWOOD SPRINGS RD	CHANCELLROY DR TO RESEARCH BLVD	0.57	100%
	E-17	L3-4D-104	JOLLYVILLE RD	BARRINGTON WAY TO GREAT HILLS TRL	3.24	100%
	E-18	L3-4D-104	OAK KNOLL DR	JOLLYVILLE RD TO RESEARCH BLVD	0.06	100%
	E-19	L3-4D-94	ARBORETUM BLVD	200' N OF CAPITAL TEXAS HWY TO CAPITAL TEXAS HWY	0.06	100%
			Type	Intersection		% In Service Area
	AI-13, EI-1	Intersection Improvements	Signalize	N FM 620 RD AND RIDGELINE BLVD		50%
	AI-12, EI-2		Intersection Improvements	N FM 620 RD AND DEERBROOK TRL		25%
	EI-3		Intersection Improvements	N FM 620 RD AND LAKE CREEK PKWY		50%
	EI-4		Intersection Improvements	N FM 620 RD AND HATCH RD		50%
	EI-5		Intersection Improvements	N FM 620 RD AND EL SALIDO PKWY		50%
	EI-6		Intersection Improvements	N FM 620 RD AND ANDERSON MILL RD		75%
	EI-7		Signalize	ANDERSON MILL RD AND CENTENNIAL TRL		100%
	EI-8		Signalize	ANDERSON MILL RD AND RANDY RD		100%
	EI-9		Signalize	ANDERSON MILL RD AND TATERWOOD DR		100%
	EI-10		Intersection Improvements	ANDERSON MILL RD AND MILLWRIGHT PKWY		100%
	BI-4, EI-11		Extend Turn Lane	ANDERSON MILL RD AND N US 183 HWY		50%
	EI-12		Intersection Improvements	N FM 620 RD AND HEB DRIVEWAY		50%
	EI-13		Intersection Improvements	N FM 620 RD AND BOULDER LN		100%
	EI-14		Signalize	N FM 620 RD AND 8400 N BLOCK		100%
	EI-15, HI-1		Intersection Improvements	N FM 620 RD AND FM 2222 RD		50%
	EI-16, HI-2		Intersection Improvements	FM 2222 RD AND RIVER PLACE BLVD		50%
	EI-17		Signalize	RAIN CREEK PKWY AND LOST HORIZON DR		100%
	EI-18		Intersection Improvements	DUVAL RD AND JOLLYVILLE RD		100%
	EI-19		Intersection Improvements	JOLLYVILLE RD AND OAK KNOLL DR		100%
	EI-20, HI-4		Intersection Improvements	FM 2222 RD AND JESTER BLVD		50%
	EI-21, FI-1		Intersection Improvements	N CAPITAL OF TEXAS HWY AND LAKEWOOD DR		50%
	EI-22, FI-2		Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD		50%
	EI-23, FI-3		Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD		50%
	EI-24, FI-4		Intersection Improvements	N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL		50%
	EI-25		Intersection Improvements	GREAT HILLS TRL AND JOLLYVILLE RD		100%
	EI-26, FI-5		Intersection Improvements	N CAPITAL OF TEXAS HWY AND RESEARCH BLVD		50%
	EI-27		Signalize	ANDERSON MILL RD AND PECAN CREEK RD		100%
	EI-28		Signalize	JOLLYVILLE RD AND TAYLOR DRAPER LN		100%

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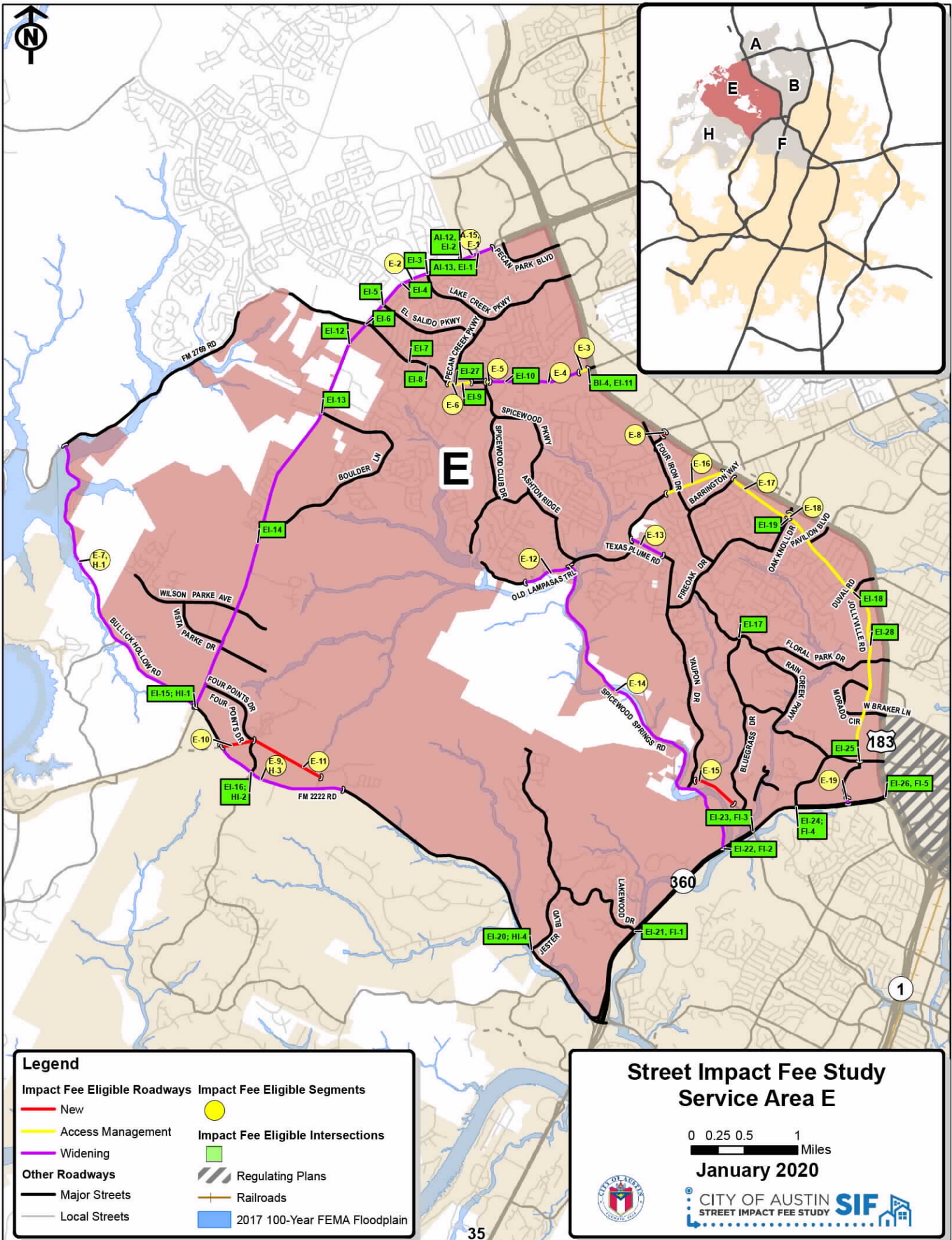
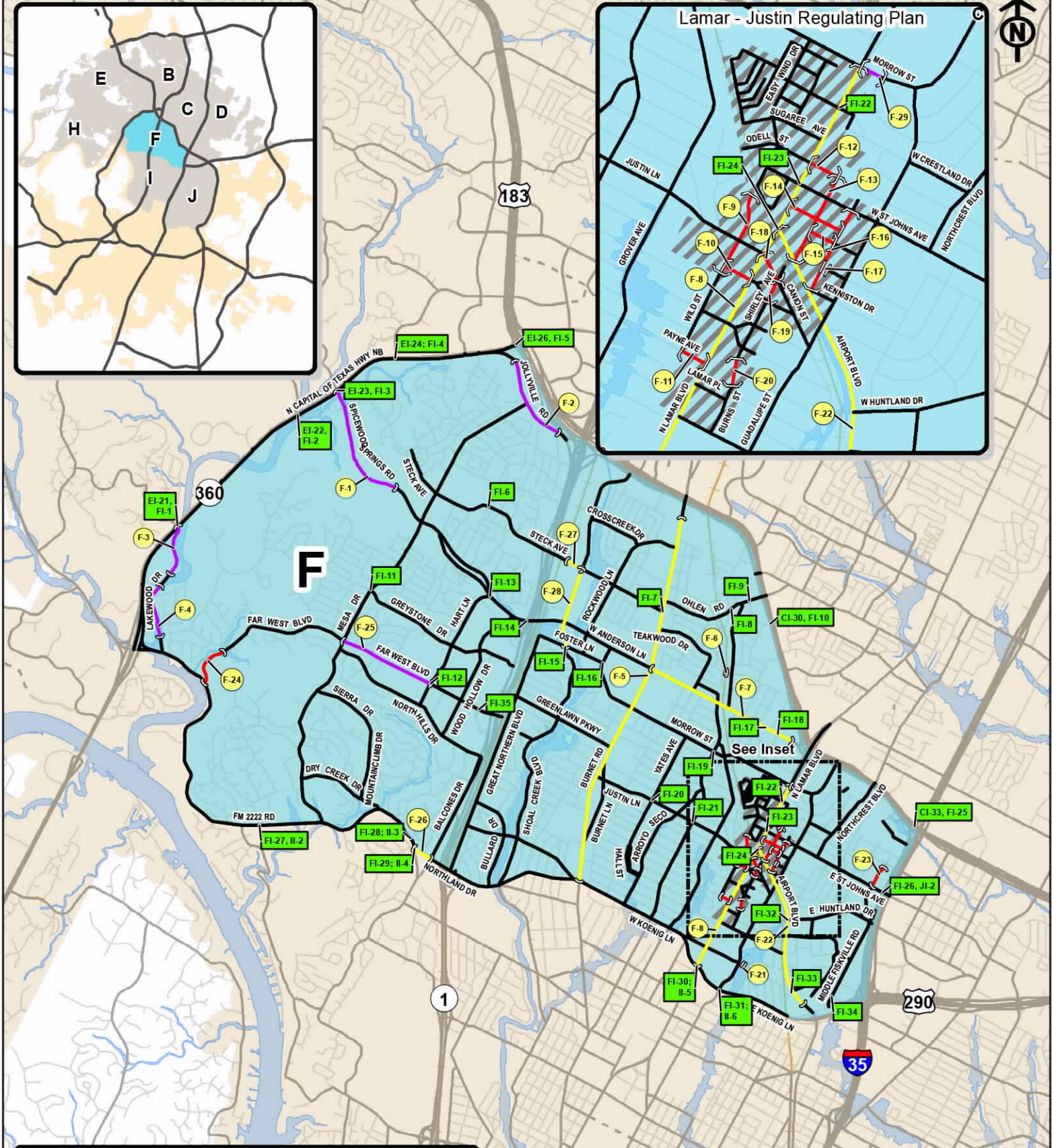
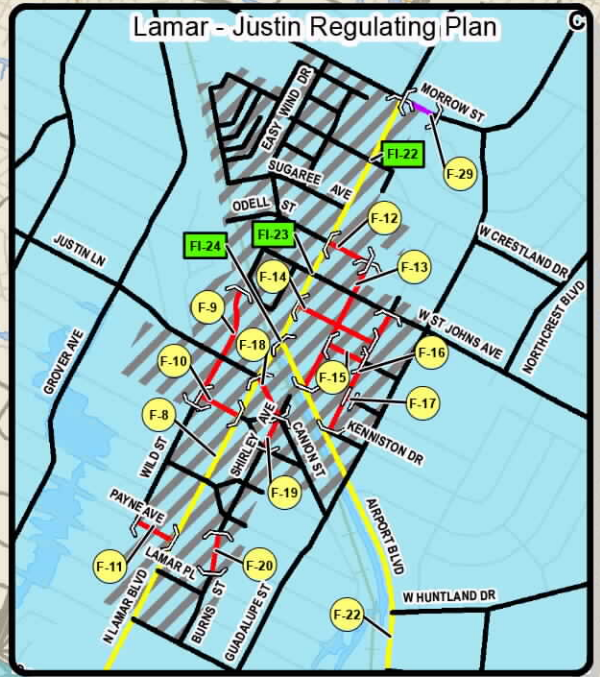
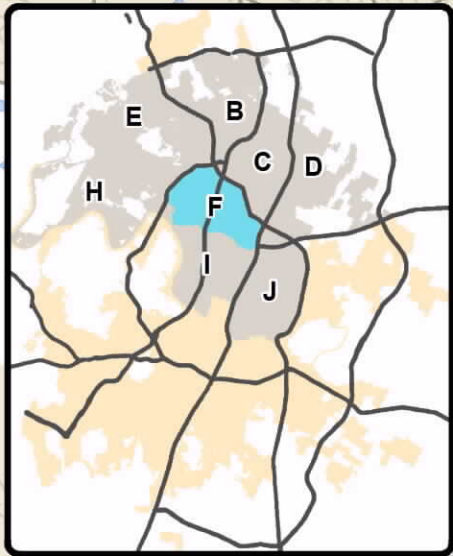


Table 3.F. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area F

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA F	F-1	L3-4D-120	SPICEWOOD SPRINGS RD	N CAPITAL OF TEXAS HWY TO 1600' W OF MESA DR	0.87	100%
	F-2	L3-4D-104	JOLLYVILLE RD	MESA DR TO BUSINESS PARK DR	0.62	100%
	F-3	L2-2U-S-80	LAKEWOOD DR	1000' N OF LAKEMOORE DR TO CAPITAL OF TEXAS HWY NB	0.37	100%
	F-4	L2-2U-S-80	LAKEWOOD DR	500' N OF LAKEMOORE DR TO 630' S OF DRIFTWOOD DR	0.39	100%
	F-5	L3-4D-120	BURNET RD	W KOENIG LN TO 730' N OF POLARIS AVE	2.65	100%
	F-6	L2-2U-78	WOOTEN DR	WOOTEN DR TO WOOTEN DR	0.01	100%
	F-7	L3-4D-104	W ANDERSON LN	BURNET RD TO US 183	1.11	100%
	F-8	L3-4D-120	N LAMAR BLVD	W KOENIG LN TO MORROW ST	1.42	100%
	F-9	L2-2U-OP-92	WILD ST	WILD ST TO END (RAILROAD)	0.23	100%
	F-10	L1-2U-OP-60	WALLINGFOR BEND DR	WALLINGFORD BEND TO WILD ST	0.08	100%
	F-11	L1-2U-OP-60	PAYNE AVE	WILD ST TO LAMAR BLVD	0.08	100%
	F-12	L1-2U-OP-60	ODELL ST	LAMAR BLVD TO ODELL ST	0.08	100%
	F-13	L1-2U-OP-60	ODELL ST-AIRPORT BLVD CONNECTOR	ODELL ST TO AIRPORT BLVD	0.26	100%
	F-14	L1-2U-OP-60	LAMAR BLVD-GUADALUPE ST CONNECTOR	LAMAR BLVD TO GUADALUPE ST	0.16	100%
	F-15	L1-2U-OP-60	KAWNEE DR	MARCELL ST TO ODELL ST TO AIRPORT BLVD CONNECTOR	0.07	100%
	F-16	L1-2U-OP-60	MARCELL ST	LAMAR BLVD TO GUADALUPE ST	0.24	100%
	F-17	L1-2U-OP-60	SWANEE DR	MARCELL ST TO SWANEE DR	0.02	100%
	F-18	L2-2U-OP-92	CANION ST	N LAMAR BLVD TO SHIRLEY AVE	0.08	100%
	F-19	L1-2U-OP-60	SHIRLEY AVE	CANION ST TO WILLIAMS ST	0.06	100%
	F-20	L1-2U-OP-60	BURNS ST-SHIRLEY AVE CONNECTOR	BURNS ST TO SHIRLEY AVE	0.07	100%
	F-21	L2-2U-OP-78	SKYVIEW RD	SKYVIEW RD TO SKYVIEW RD	0.02	100%
	F-22	L3-4D-120	AIRPORT BLVD	N LAMAR BLVD TO 440' N OF WB FRONTAGE RD US 290	1.17	100%
	F-23	L2-2U-78	ROLAND JOHNSON DR	MARTIN AVE TO ST JOHNS AVE	0.16	100%
	F-24	L2-2U-78	FAR WEST BLVD	FAR WEST BLVD TO FM 2222 RD	0.30	100%
	F-25	L3-3U-96	FAR WEST BLVD	MESA DR TO HART LN	0.67	100%
	F-26, I-27	L4-4D-104-TxDOT	NORTHLAND DR	FM 2222 RD TO BALCONES DR	0.13	50%
	F-27	L3-4D-96	STECK AVE	MOPAC SVRD NB RAMP TO SHOAL CREEK BLVD	0.12	100%
	F-28	L3-4D-116	SHOAL CREEK BLVD	STECK AVE TO FOSTER LN	0.56	100%
	F-29	L2-3U-96	MORROW ST	LAMAR BLVD TO PAXTON ST	0.06	100%
			Type	Intersection		% In Service Area
	EL-21, FI-1	Intersection Improvements	Intersection Improvements	N CAPITAL OF TEXAS HWY AND LAKEWOOD DR		50%
	EL-22, FI-2		Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD		50%
	EL-23, FI-3		Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD		50%
	EL-24, FI-4		Intersection Improvements	N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL		50%
	EL-26, FI-5		Intersection Improvements	N CAPITAL OF TEXAS HWY AND RESEARCH BLVD		50%
	FI-6		Signalize	STECK AVE AND GREENSLOPE DR		100%
	FI-7		Intersection Improvements	BURNET RD AND STECK AVE		100%
	FI-8		Signalize	OHLEN RD AND PUTNAM DR		100%
	FI-9		Signalize	OHLEN RD AND CONTOUR DR		100%
	CI-30, FI-10		Intersection Improvements	FAIRFIELD DR AND RESEARCH BLVD		50%
	FI-11		Signalize	MESA DR AND GREYSTONE DR		100%
	FI-12		Intersection Improvements	FAR WEST BLVD AND HART LN		100%
	FI-13		Signalize	SPICEWOOD SPRINGS RD AND HART LN		100%
	FI-14		Intersection Improvements	W ANDERSON LN AND N MOPAC EXPY		100%
	FI-15		Signalize	SHOAL CREEK BLVD AND FOSTER LN		100%
	FI-16		Signalize	NORTHCROSS DR AND FOSTER LN		100%
	FI-17		Signalize	W ANDERSON LN AND ANDERSON SQUARE		100%
	FI-18		Signalize	ANDERSON LN AND WATSON ST		100%
	FI-19		Signalize	MORROW ST AND WOODROW AVE		100%
	FI-20		Signalize	YATES AVE AND JUSTIN LN		100%
	FI-21		Signalize	JUSTIN LN AND WOODROW AVE		100%
	FI-22		Signalize	N LAMAR BLVD AND CRESTLAND DR		100%
	FI-23		Intersection Improvements	N LAMAR BLVD AND W ST JOHNS AVE		100%
	FI-24		Intersection Improvements	AIRPORT BLVD AND N LAMAR BLVD		100%
	CI-33, FI-25		Intersection Improvements	N IH 35 AND E ANDERSON LN		50%
	FI-26, FI-2		Add U-turn Lane	E ST JOHNS AVE AND N IH 35		50%
	FI-27, II-2		Signalize	FM 2222 RD AND MOUNT BONNELL RD		50%
	FI-28, II-3		Signalize	FM 2222 RD AND HIGHLAND HILLS CIR		50%
	FI-29, II-4		Intersection Improvements	FM 2222 RD AND NORTHLAND DR		50%
	FI-30, II-5		Intersection Improvements	W KOENIG LN AND N LAMAR BLVD		50%
	FI-31, II-6		Add Turn Lanes	W KOENIG LN AND GUADALUPE ST		50%
	FI-32		Signalize	AIRPORT BLVD AND HUNTLAND DR		100%
	FI-33		Signalize	AIRPORT BLVD AND CLAYTON LN		100%
	FI-34		Signalize	MIDDLE FISKVILLE RD AND CLAYTON LN		100%
	FI-35		Signalize	FAR WEST BLVD AND AUSTIN CENTER BLVD		100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways	Impact Fee Eligible Segments
— New	● Impact Fee Eligible Intersections
— Access Management	■ Regulating Plans
— Widening	— Railroads
Other Roadways	■ 2017 100-Year FEMA Floodplain
— Major Streets	
— Local Streets	

Street Impact Fee Study Service Area F

0 0.25 0.5 1
Miles

January 2020



CITY OF AUSTIN
STREET IMPACT FEE STUDY

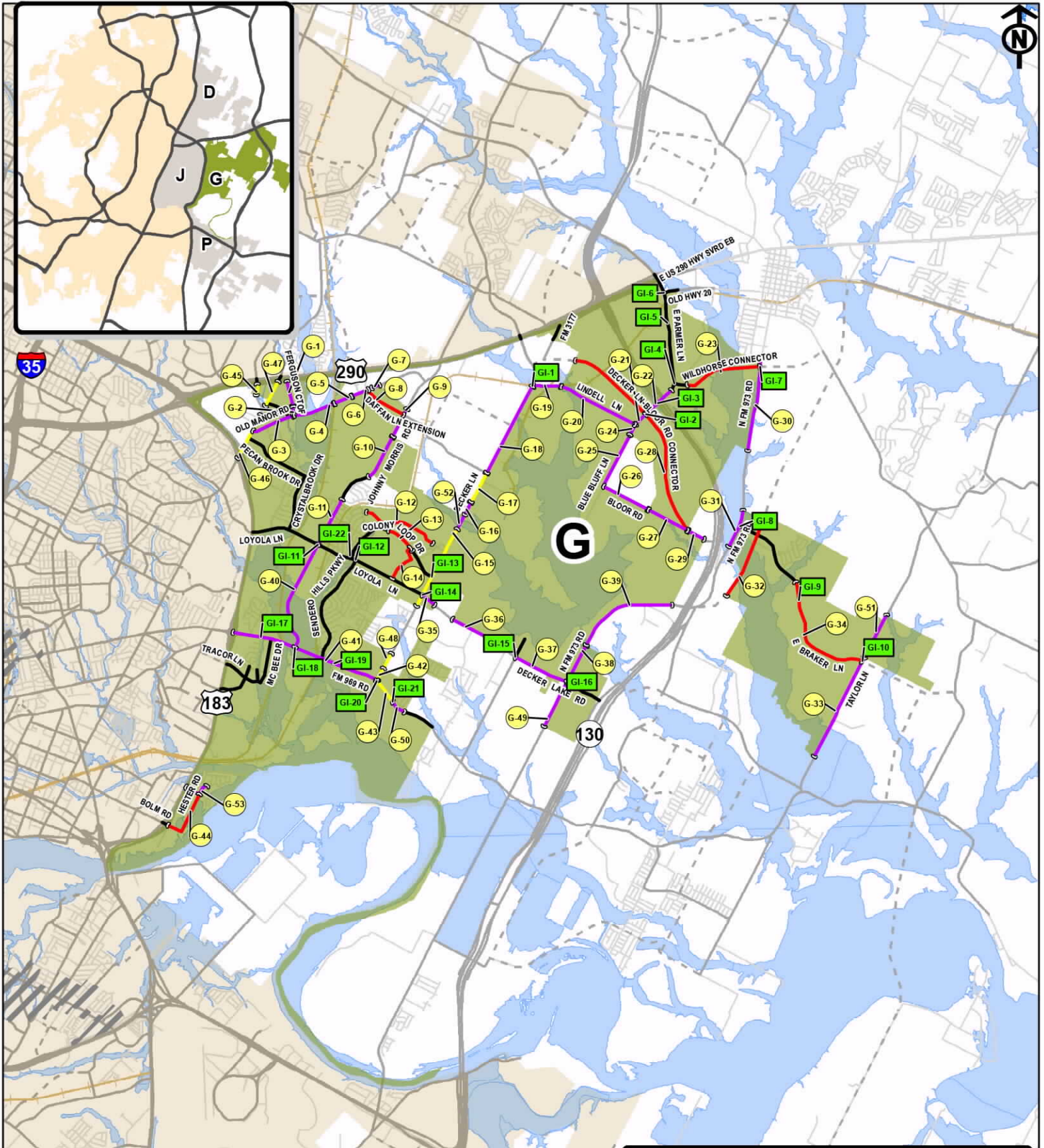
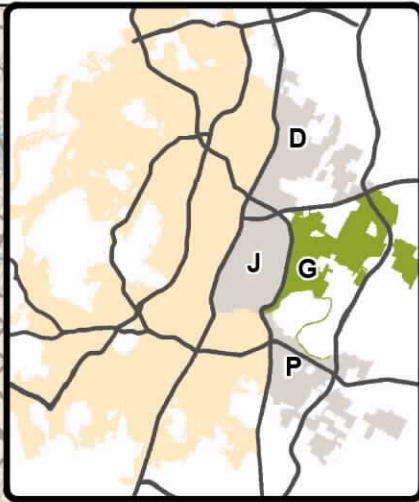


Table 3.G. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area G

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SAG	G-1	L2-2U-78	FERGUSON CTOF	US 290 TO 565' N OF OLD MANOR RD	0.31	100%
	G-2	L2-2U-78	FERGUSON CTOF	565' N OF OLD MANOR RD TO OLD MANOR RD	0.11	50%
	G-3	L2-2U-78	OLD MANOR RD	SPRINGDALE RD TO FERGUSON CUTOFF	0.52	100%
	G-4	L2-2U-78	OLD MANOR RD	FERGUSON CUTOFF TO 2595' E OF FERGUSON CUTOFF	0.49	50%
	G-5	L2-2U-78	OLD MANOR RD	2595' E OF FERGUSON CUTOFF TO 470' W OF KARLING DR	0.23	100%
	G-6	L2-2U-78	OLD MANOR RD	470' E OF KARLING DR TO 725' W OF KARLING DR	0.22	50%
	G-7	L2-2U-78	OLD MANOR RD	725' W OF KARLING DR TO 170' W OF DAFFAN LN	0.11	50%
	G-8	L2-2U-78	DAFFAN LN	OLD MANOR RD TO JOHNNY MORRIS RD	0.52	100%
	G-9	L3-4D-120	JOHNNY MORRIS RD	3394' N OF BREEZY HILL DR TO DAFFAN LN	0.37	50%
	G-10	L3-4D-120	JOHNNY MORRIS RD	430' N OF BREEZY HILL DR TO 3394' N OF BREEZY HILL DR	0.56	100%
	G-11	L3-4D-120	JOHNNY MORRIS RD	LOYOLA LN TO POINT NORTH DR	0.61	100%
	G-12	L2-2U-78	COLONY PARK DR-VALLEYFIELD DR CONNECTOR	COLONY PARK DR TO VALLEYFIELD DR	0.93	100%
	G-13	L2-2U-78	COLONY LOOP DR	VALLEYFIELD DR TO OVERTON ELEMENTARY SCHOOL DWY	0.39	100%
	G-14	L2-2U-78	WILMINGTON DR	LOYOLA LN TO COLONY LOOP DR	0.49	100%
	G-15	L3-4D-116-TxDOT	DECKER LN	1520' S OF LARICAL TRL TO 840' S OF LOYOLA LN	1.02	100%
	G-16	L3-4D-116-TxDOT	DECKER LN	W CREST LN TO 540' S OF LARICAL TRL	0.17	50%
	G-17	L3-4D-116-TxDOT	DECKER LN	DAFFAN LN (N) TO W CREST LN	0.39	50%
	G-18	L3-4D-116-TxDOT	DECKER LN	LINDELL LN TO DAFFAN LN (N)	1.15	50%
	G-19	L2-2U-78	LINDELL LN	1710' E OF DECKER LN TO DECKER LN	0.32	50%
	G-20	L2-2U-78	LINDELL LN	BLUE BLUFF RD TO 1710' E OF DECKER LN	0.98	100%
	G-21	L3-4D-120	BLUE BLUFF RD	LINDELL LN TO 1015' S OF SH 130 SB SVRD	0.18	100%
	G-22	L3-4D-120	E PARMER LN	1015' S OF SH 130 SB SVRD TO 675' N OF SH 130 NB SVRD	0.42	100%
	G-23	L3-4D-120	WILDHORSE CONNECTOR	BLUE BLUFF TO FM 973	0.92	100%
	G-24	L2-2U-78	BLUE BLUFF RD	711' S OF LINDELL LN TO LINDELL LN	0.13	100%
	G-25	L2-2U-78	BLUE BLUFF RD	BLOOR RD TO 711' S OF LINDELL LN	0.68	50%
	G-26	L2-2U-78	BLOOR RD	BLUE BLUFF RD TO 3150' E OF BLUE BLUFF RD	0.60	50%
	G-27	L2-2U-78	BLOOR RD	3150' E OF BLUE BLUFF RD TO 1796' W OF SH 130	0.51	100%
	G-28	L3-4D-116	BRAKER LN	DECKER LN TO BLOOR RD	2.57	100%
	G-29	L3-4D-120	BLOOR RD	1796' W OF SH 130 TO 552' W OF SH 130 SVRD SB	0.24	50%
	G-30	L4-4D-120-TxDOT	N FM 973 RD	MANOR CITY LIMITS TO 5860' S OF MANOR CITY LIMITS	1.11	50%
	G-31	L4-4D-120-TxDOT	N FM 973 RD	1050' N OF E BRAKER LN TO 1500' S OF E BRAKER LN	0.48	50%
	G-32	L4-4D-200-TxDOT	FM 973	E BRAKER LN TO 4400' S OF BRAKER LN	1.00	100%
	G-33	L3-4D-120	TAYLOR LN	2500' S OF GLASS RD TO E BRAKER LN	1.30	50%
	G-34	L3-4D-116	E BRAKER LN	PETRICHOR BLVD TO TAYLOR LN	1.44	100%
	G-35	L3-4D-120	DECKER LAKE RD	DECKER LN TO 1015' E OF DECKER LN	0.19	100%
	G-36	L3-4D-120	DECKER LAKE RD	1410' W OF IMPERIAL DR TO HOG EYE RD	0.58	50%
	G-37	L3-4D-120	DECKER LAKE RD	BLUE BLUFF RD TO FM 973	0.68	50%
	G-38	L4-4D-120-TxDOT	N FM 973 RD	DECKER LAKE RD TO 2400' N OF DECKER LAKE RD	0.48	100%
	G-39	L4-4D-120-TxDOT	N FM 973 RD	2400' N OF DECKER LAKE RD TO 770' W OF SH 130 SBFR	1.24	50%
	G-40	L3-4D-120	JOHNNY MORRIS RD	LOYOLA LN TO FM 969	1.33	100%
	G-41	L4-6D-154-TxDOT	FM 969 RD	US 183 TO DECKER LN	1.80	100%
	G-42	L3-4D-116	DECKER LN	FM 969 TO 846' N OF FM 969	0.16	100%
	G-43	L4-4D-130-TxDOT	FM 969 RD	DECKER LN TO 235' E OF BANTAM WOODS	0.31	100%
	G-44	L2-2U-OP-70	HESTER RD	BOLM RD TO SMITH RD	0.66	100%
	G-45	L3-4D-0	TUSCANY WAY	US 290 TO 720' S OF US 290	0.13	100%
	G-46	L3-4D-120	MANOR RD	ED BLUESTEIN BLVD TO ANDTREE BLVD	0.53	50%
	G-47	L3-4D-94	SPRINGDALE RD	COMMERCIAL PARK DR TO US 290	0.32	100%
	G-48	L3-4D-116	DECKER LN	846' N OF FM 969 TO 1850' N OF FM 969	0.20	50%
	G-49	L4-4D-120-TxDOT	N FM 973 RD	3170' S OF DECKER LAKE RD TO DECKER LAKE RD	0.59	50%
	G-50	L4-4D-130-TxDOT	FM 969 RD	DECKER LN TO 235' E OF BANTAM WOODS	0.19	100%
	G-51	L3-4D-120	TAYLOR LN	E BRAKER LN TO 3200' N OF E BRAKER LN	0.57	50%
	G-52	L3-4D-116-TxDOT	DECKER LN	540' S OF LARICAL TRL TO 1520' S OF LARICAL TRL	0.19	50%
	G-53	L2-2U-78	SMITH RD	ED BLUESTEIN BLVD TO ALLEYTON DR	0.31	100%
SAG	Proj. #		Type	Intersection		% In Service Area
	GI-1	Intersection Improvements	Signalize	DECKER LN AND LINDELL LN		25%
	GI-2		Signalize	BLUE BLUFF RD AND DECKER LN-BLOOR RD CONNECTOR		100%
	GI-3		Signalize	E PARMER LN / BLUE BLUFF AND SH 130		100%
	GI-4		Signalize	E PARMER LN AND WILDHORSE RANCH TRL		100%
	GI-5		Signalize	E PARMER LN AND NEW CONNECTION		100%
	GI-6		Signalize	E PARMER LN AND OLD HWY 20		75%
	GI-7		Signalize	N FM 973 RD AND WILDHORSE RANCH TRL		50%
	GI-8		Signalize	N FM 973 RD AND E BRAKER LN		50%
	GI-9		Signalize	E BRAKER LN AND FM 973-E BRAKER LN CONNECTOR		100%
	GI-10		Signalize	E BRAKER LN AND TAYLOR LN		75%
	GI-11		Intersection Improvements	JOHNNY MORRIS RD AND LOYOLA LN		100%
	GI-12		Signalize	LOYOLA LN AND SENDERO HILLS PKWY		100%
	GI-13		Signalize	DECKER LN AND COLONY LOOP LN		100%
	GI-14		Intersection Improvements	DECKER LN AND LOYOLA LN		100%
	GI-15		Decker Lake Rd at Blue Bluff Rd	DECKER LAKE RD AND BLUE BLUFF RD		25%
	GI-16		Signalize	N FM 973 RD AND DECKER LAKE RD		75%
	GI-17		Intersection Improvements	FM 969 RD AND CRAIGWOOD DR		100%
	GI-18		Intersection Improvements	FM 969 RD AND JOHNNY MORRIS RD		100%
	GI-19		Signalize	FM 969 RD AND NIXON LN		100%
	GI-20		Intersection Improvements	FM 969 RD AND DECKER LN		100%
	GI-21		Signalize	FM 969 RD AND PARK AT WOODLANDS DR		100%
	GI-22		Signalize	LOYOLA LN AND COLONY LOOP DR/CIELO VISTA DR		100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways	Impact Fee Eligible Segments
New	Impact Fee Eligible Segments
Access Management	Impact Fee Eligible Intersections
Widening	Regulating Plans
Other Roadways	Railroads
Major Streets	2017 100-Year FEMA Floodplain
Local Streets	

Street Impact Fee Study Service Area G

0 0.5 1 1.5 2 Miles

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CITY OF AUSTIN
STREET IMPACT FEE STUDY

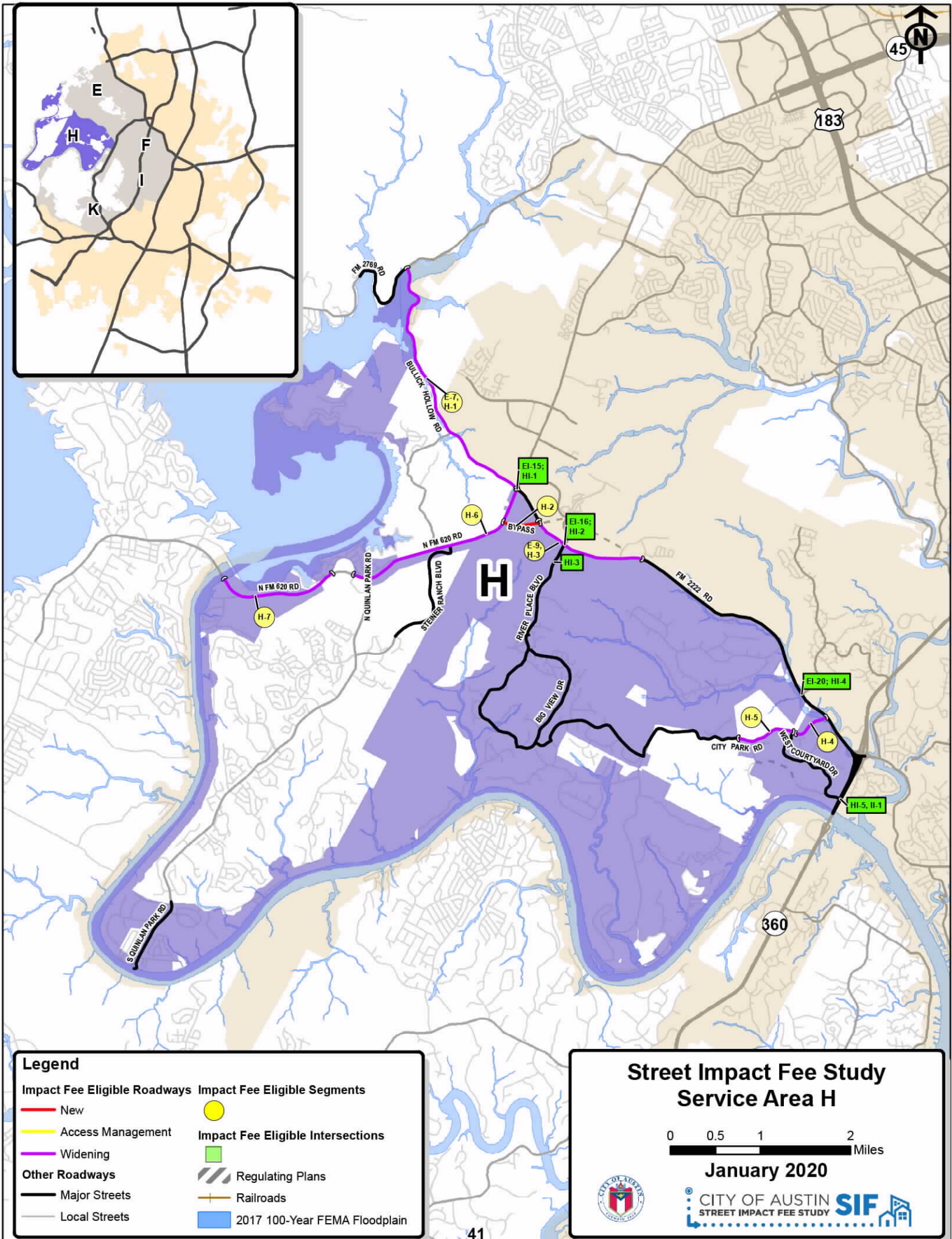
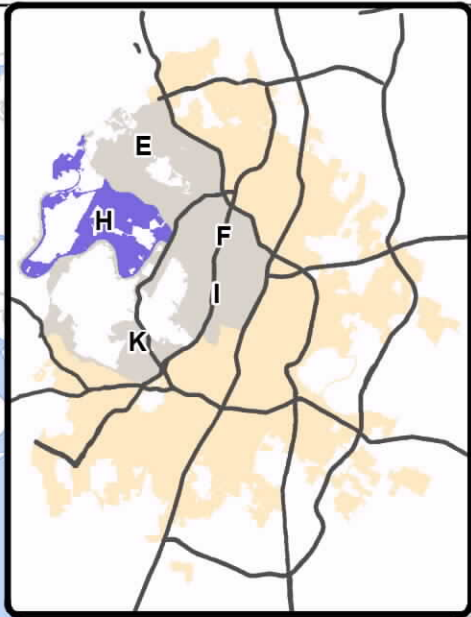


Table 3.H. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area H

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA H	E-7, H-1	L3-3U-S-100	BULLICK HOLLOW RD	FM 620 TO FM 2769	3.08	50%
	H-2	L4-3U-125-TxDOT	RR 2222 TO RM 620 BYPASS	FM 2222 TO FM 620	0.42	100%
	E-9, H-3	L4-6D-147-TxDOT	RM 2222 RD	FM 620 BYPASS TO RIBELIN RANCH RD	1.32	50%
	H-4	L3-3U-S-100	CITY PARK RD	FM 2222 TO 185' E OF WEST COURTYARD DR	0.41	100%
	H-5	L3-3U-S-100	CITY PARK RD	185' E OF WEST COURTYARD DR TO 870' W OF BRIDGE POINT PKWY	0.69	50%
	H-6	L5-6D-125-TxDOT	N RM 620 RD	FM 2222 RD TO MARSHALL FORD RD	2.23	100%
	H-7	L5-6D-125-TxDOT	N RM 620 RD	MARSHALL FORD RD TO LOW WATER CROSSING RD	1.37	100%
		Intersection Improvements	Type	Intersection		% In Service Area
	El-15, HI-1		Intersection Improvements	N FM 620 RD AND FM 2222 RD		50%
	El-16, HI-2		Intersection Improvements	FM 2222 RD AND RIVER PLACE BLVD		50%
	HI-3		Signalize	RIVER PLACE BLVD AND 6570 BLOCK		100%
	El-20, HI-4		Intersection Improvements	FM 2222 RD AND JESTER BLVD		50%
	HI-5, II-1		Intersection Improvements	N CAPITAL OF TEXAS HWY AND COURTYARD DR		50%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways

- New
- Access Management
- Widening

Other Roadways

- Major Streets
- Local Streets

Impact Fee Eligible Segments

- Impact Fee Eligible Intersections

- Regulating Plans
- Railroads

- 2017 100-Year FEMA Floodplain

Street Impact Fee Study Service Area H

0 0.5 1 2 Miles

January 2020



CITY OF AUSTIN
STREET IMPACT FEE STUDY



Table 3.1. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area I

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA I	I-1	L3-4D-120	N LAMAR BLVD	KOENIG LN TO 200' S OF CAPITOL CT	0.60	100%
	I-2	L3-4D-120	AIRPORT BLVD	450' N OF MIDDLE FISKVILLE RD TO 45TH ST	1.07	100%
	I-3	L2-4D-94	W 51ST ST	LAMAR BLVD TO GUADALUPE ST	0.16	100%
	I-4	L3-4D-94	W 45TH ST	ROSEDALE AVE TO MAYBELLE AVE	0.13	100%
	I-5	L3-4D-94	W 45TH ST	MAYBELLE AVE TO MARATHON BLVD	0.12	100%
	I-6	L3-4D-94	W 45TH ST	MARATHON BLVD TO AVENUE A	0.47	100%
	I-7	L3-4U-110	W GUADALUPE ST	GUADALUPE ST TO 47TH ST	0.25	100%
	I-8	L1-2U-OP-60	SHOALWOOD AVE-SHOAL CREEK BLVD CONNECTOR	SHOALWOOD AVE TO SHOAL CREEK BLVD	0.04	100%
	I-9	L3-4D-96	N LAMAR BLVD	30TH ST TO 45TH ST	1.14	100%
	I-10	L2-2U-OP-92	W 43RD ST	GUADALUPE ST TO N LAMAR BLVD	0.34	100%
	I-11	L3-3U-80	W 38TH ST	AVENUE B TO SPEEDWAY	0.19	100%
	I-12	L3-4D-100	GUADALUPE ST	29TH ST TO W GUADALUPE ST	1.26	100%
	I-13	L2-2U-OP-70	E 41ST ST	PECK AVE TO RED RIVER ST	0.27	100%
	I-14	L3-4D-94	W 35TH ST	JEFFERSON LN TO 35TH ST CUTOFF	0.09	100%
	I-15	L3-4D-94	W 35TH ST CTOF	W 35TH ST TO W 38TH ST	0.11	100%
	I-16	L3-4D-104	W 38TH ST	35TH ST CUTOFF TO MEDICAL PKWY	0.29	100%
	I-17	L3-4D-94	W 38TH ST	LAMAR BLVD TO AVENUE B	0.46	100%
	I-18	L3-4D-100	RED RIVER ST	DEEN KEATON TO MLK JR BLVD	0.27	100%
	I-19	L3-4D-94	N LAMAR BLVD	MLK JR BLVD TO 24TH ST	0.36	100%
	DT-3, I-20	L3-4D-100	N LAMAR BLVD	MARTIN LUTHER KING JR BLVD TO 15TH ST	0.19	50%
	DT-2, I-21	L3-5U-80	W MARTIN LUTHER KING JR BLVD	IH-35 SVRD SB TO PEARL ST	1.02	50%
	I-22	L3-3U-80	ENFIELD RD	EXPOSITION BLVD TO LAKE AUSTIN BLVD	0.80	100%
	I-23	L3-4D-116	LAKE AUSTIN BLVD	VETERANS DR TO ENFIELD RD	1.20	100%
	I-24, K-2	L3-3U-100	REDBUD TRL	LAKE AUSTIN BLVD TO STRATFORD DR	0.54	50%
	DT-11, I-25	L3-4D-80	N LAMAR BLVD	6TH ST TO PARKWAY (184' N OF 12TH ST)	0.53	50%
	I-26	L2-2U-OP-92	PRESSLER ST	PRESSLER ST TO RESERVE RD	0.06	100%
	F-26, I-27	L4-4D-104-TxDOT	NORTHLAND DR	FM 2222 RD TO BALCONES DR	0.13	50%
	I-28	L3-3U-74	HANCOCK DR	WEST FRANCES PL TO BULL CREEK RD	0.32	100%
	I-29	L2-2U-60	BRUNING AVE	DUVAL ST TO CLARKSON AVE	0.26	100%
	I-30	L3-3U-74	EXPOSITION BLVD	W 35TH ST TO ENFIELD RD	1.53	100%
	I-31	L3-4D-94	N LAMAR BLVD	W 29TH ST TO SHOAL CREEK BLVD	0.60	100%
	I-32	L2-2U-78	NUECES ST	GUADALUPE ST TO 24TH ST	0.47	100%
	I-33	L3-3U-110	RED RIVER ST	E 32ND ST TO 31ST ST	0.07	100%
	DT-10, I-34	L3-4D-80	N LAMAR BLVD	PARKFIELD TO 15TH ST	0.11	50%
	I-35	L3-3U-78	RED RIVER ST	ROBERT DEDMAN TO E MARTIN LUTHER KING JR BLVD	0.26	100%
	I-36	L2-2U-92	PRESSLER ST	5TH ST TO END	0.08	100%
	I-37	L2-4D-120	E 41ST ST	RED RIVER ST TO INTERSTATE 35	0.29	100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.I. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area I

Proj. #	Type	Intersection	% In Service Area
HI-5, II-1	Intersection Improvements	N CAPITAL OF TEXAS HWY AND COURTYARD DR	50%
FI-27, II-2	Signalize	FM 2222 RD AND MOUNT BONNELL RD	50%
FI-28, II-3	Signalize	FM 2222 RD AND HIGHLAND HILLS CIR	50%
FI-29, II-4	Intersection Improvements	FM 2222 RD AND NORTHLAND DR	50%
FI-30, II-5	Intersection Improvements	W KOENIG LN AND N LAMAR BLVD	50%
FI-31, II-6	Add Turn Lanes	W KOENIG LN AND GUADALUPE ST	50%
II-7	Intersection Improvements	BULL CREEK RD AND HANCOCK DR	100%
II-8	Signalize	BURNET RD AND HOUSTON ST	100%
II-9	Signalize	W NORTH LOOP BLVD AND WOODROW AVE	100%
II-10	Signalize	W NORTH LOOP BLVD AND GROVER AVE	100%
II-11	Intersection Improvements	BURNET RD AND W 49TH ST	100%
II-12	Intersection Improvements	N LAMAR BLVD AND W 51ST ST	100%
II-13	Intersection Improvements	W 51ST ST AND GUADALUPE ST	100%
II-14	Intersection Improvements	E 51ST ST AND BRUNING AVE/DUVAL ST	100%
II-15	Intersection Improvements	W 45TH ST AND BULL CREEK RD	100%
II-16	Extend Turn Lane	BURNET RD AND W 45TH ST	100%
II-17	Intersection Improvements	N LAMAR BLVD AND W 45TH ST	100%
II-18	Intersection Improvements	RED RIVER ST AND E 41ST ST	100%
II-19	Intersection Improvements	W 35TH ST AND JACKSON AVE	100%
II-20	Intersection Improvements	W 38TH ST AND MEDICAL PKWY	100%
II-21	Intersection Improvements	W 38TH ST AND SPEEDWAY	100%
II-22	Intersection Improvements	RED RIVER ST AND E 38TH HALF ST	100%
II-23	Intersection Improvements	GUADALUPE ST AND W 34TH ST	100%
II-24	Intersection Improvements	N LAMAR BLVD AND W 29TH ST	100%
II-25	Intersection Improvements	GUADALUPE ST AND W 30TH ST	100%
II-26	Signalize	ENFIELD RD AND PECOS ST	100%
II-27	Intersection Improvements	WINDSOR RD AND HARTFORD RD	100%
II-28	Intersection Improvements	24TH ST AND HARRIS BLVD	100%
II-29	Intersection Improvements	24TH ST AND WINDSOR DR	100%
II-30	Intersection Improvements	W 24TH ST AND SAN GABRIEL ST	100%
II-31	Intersection Improvements	GUADALUPE ST AND W 24TH ST	100%
II-32	Intersection Improvements	RED RIVER ST AND CLYDE LITTLEFIELD DR	100%
II-33	Intersection Improvements	ENFIELD RD AND HARTFORD RD	100%
II-34	Intersection Improvements	ENFIELD RD AND WEST LYNN ST	100%
DTI-1, II-35	Intersection Improvements	W MARTIN LUTHER KING JR BLVD AND NUECES ST	50%
II-36	Signalize	RED RIVER ST AND ROBERT DEDMAN DR	100%
II-37	Intersection Improvements	EXPOSITION BLVD AND LAKE AUSTIN BLVD	100%
II-38	Signalize	6TH ST AND PATTERSON AVE	100%
DTI-22, II-39	Signalize	N LAMAR BLVD AND SANDRA MURAYDA WAY	50%
II-40	Intersection Improvements	BALCONES DR AND PARKCREST DR	100%
II-41	Signalize	W 5TH ST AND WEST LYNN ST	100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

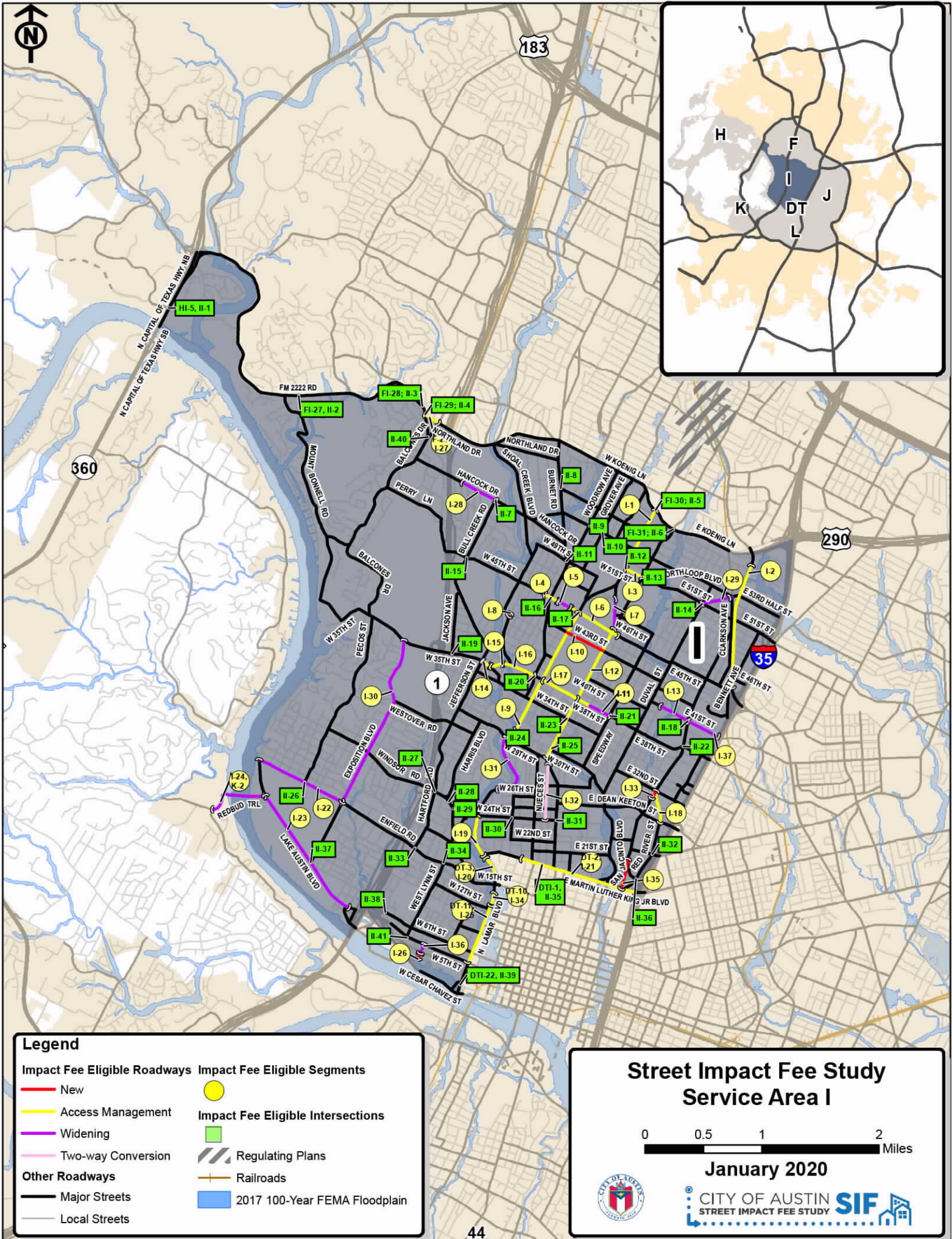


Table 3.J. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area J

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA J	J-1	L3-4D-130	MANOR RD	US 183 TO ROCKHURST LN	0.28	100%
	J-2	L2-2U-78	RANGOON RD	E 51ST ST TO SPRINGDALE RD	1.02	100%
	J-3	L2-2U-60	ROGGE LN	320' W OF CHADWYCK DR TO SPRINGDALE RD	0.19	100%
	J-4	L3-4D-116	E 51ST ST	INTERSTATE 35 NB SVRD TO MUELLER BLVD	0.47	100%
	J-5	L3-4D-116	E 51ST ST	ALDRICH ST TO BERKMAN DR	0.13	100%
	J-6	L2-2U-60	PECAN SPRINGS RD	MANOR RD TO E 51ST ST	0.46	100%
	J-7	L2-2U-78	NORWOOD HILL RD	SPRINGDALE RD TO 51ST ST	0.31	100%
	J-8	L2-2U-60	ROGGE LN	MANOR RD TO GLOUCESTER LN	0.15	100%
	J-9	L3-3U-100	OLD MANOR RD	51ST ST TO MANOR RD	0.21	100%
	J-10	L1-2U-OP-60	SPRINGDALE RD-WALDEN CIR CONNECTOR	SPRINGDALE RD TO WALDEN CIR	0.07	100%
	J-11	L2-2U-78	E 51ST-BUNDYHILL DR CONNECTOR	E 51ST ST TO BUNDYHILL DR	0.06	100%
	J-12	L2-2U-78	E 51ST ST-NORTHDALE DR CONNECTOR	51ST ST TO NORTHDALE DR	0.37	100%
	J-13	L1-2U-OP-60	ALEXANDER AVE TO REAL ST CONNECTION	ALEXANDER AVE TO REAL ST	0.13	100%
	J-14	L1-2U-OP-60	REAL ST	ALEXANDER AVE TO RAILROAD	0.07	100%
	J-15	L1-2U-OP-60	REAL ST-E MARTIN LUTHER KING JR BLVD CONNECTOR	REAL ST TO MLK JR BLVD	0.07	100%
	J-16	L1-2U-OP-60	BEDFORD ST	HARGRAVE ST TO SOL WILSON AVE CONNECTION TO BEDFORD ST	0.06	100%
	J-17	L2-2U-OP-92	HARGRAVE ST-SOL WILSON AVE COLLECTOR	HARGRAVE ST TO SOL WILSON AVE	0.09	100%
	J-18	L1-2U-OP-60	SOL WILSON AVE	MCCLAIN ST TO END	0.05	100%
	J-19	L1-2U-OP-60	MC CLAIN ST	OAK SPRINGS DR TO SOL WILSON AVE	0.18	100%
	J-20	L3-4D-120-TxDOT	AIRPORT BLVD	MANOR RD TO 230' S OF SPRINGDALE RD	1.63	100%
	J-21	L3-4D-120-TxDOT	E MARTIN LUTHER KING JR BLVD	AIRPORT BLVD TO PEREZ ST	0.66	100%
	J-22	L3-4D-120-TxDOT	E MARTIN LUTHER KING JR BLVD	PEREZ ST TO EASTDALE DR	1.36	100%
	J-23	L2-2U-78	TRACOR LN	TANNEHILL LN TO US 183 SB SVRD	0.33	100%
	J-24	L2-2U-OP-70	AXEL LN-BLUESTEIN DR CONNECTOR	AXEL LN TO BLUESTEIN DR	0.23	100%
	J-25	L2-2U-60	HUDSON ST	DELANO ST TO ED BLUESTEIN BLVD (US 183)	0.57	100%
	J-26	L2-2U-60	HAROLD CT	HAROLD CT TO HAROLD CT	0.16	100%
	J-27	L2-2U-64	JAIN LN	STUART CIR TO SHADY LN	0.17	100%
	J-28	L3-4D-120-TxDOT	AIRPORT BLVD	250' N OF BOLM RD TO LEVANDER LOOP	0.54	100%
	J-29	L3-4D-116	E 7TH ST	ATTAYAC ST TO N PLEASANT VALLEY RD	1.21	100%
	J-30	L1-2U-OP-60	SAN MARCOS ST	E 5TH ST TO E 4TH ST	0.07	100%
	J-31	L1-2U-OP-60	ONION ST	E 5TH ST TO ONION ST	0.03	100%
	J-32	L1-2U-OP-60	CHALMERS AVE	5TH ST TO 6TH ST	0.07	100%
	J-33	L2-2U-OP-70	GONZALES ST	RAMOS ST TO TILLERY ST	0.13	100%
	J-34	L3-4D-116	E 7TH ST	ALLEN ST TO LEVANDER LOOP	0.64	100%
	J-35	L1-2U-OP-60	MANSELL AVE-E 7TH ST CONNECTOR	MANSELL AVE TO E 7TH ST	0.04	100%
	J-36	L3-4D-104	E CESAR CHAVEZ ST	PLEASANT VALLEY RD TO E 5TH ST	0.96	100%
	J-37	L3-4D-130	MANOR RD	ROCKHURST TO KINGS PT	0.06	100%
	J-38	L3-4D-104	SPRINGDALE RD	NORTHEAST DR TO MANOR RD	0.15	100%
	J-39	L2-3U-74	BERKMAN DR	GLENVALLEY DR TO CHATHAM AVE	0.10	100%
	J-40	L3-4D-94	CAMERON RD	US 290 TO 51ST ST	1.16	100%
	J-41	L3-4D-96	E 51ST ST	SPRINGDALE RD TO RANGOON RD	0.81	100%
	J-42	L3-4D-140-TxDOT	E MARTIN LUTHER KING JR BLVD	EEASTDALE DR TO US 183	0.22	100%
	J-43	L3-3U-80	MANOR RD	DEAN KEETON TO CHESTNUT AVE	0.14	100%
	J-44	L3-4D-94	E 7TH ST	INTERSTATE 35 NB TO ATTAYAC ST	0.32	100%
	J-45	L2-3U-100	SHADY LN	E 7TH ST TO E 5TH ST	0.09	100%
	J-46	L3-3U-74	E CESAR CHAVEZ ST	SAN MARCOS ST TO N PLEASANT VALLEY RD	1.41	100%
	J-47	L3-3U-80	N PLEASANT VALLEY RD	WEBBERVILLE DR TO E 7TH ST	0.39	100%
	J-48	L2-2U-OP-78	E 5TH ST	ONION ST TO N PLEASANT VALLEY DR	1.09	100%
	J-49	L3-4D-120	N PLEASANT VALLEY RD	CANTERBURY ST TO LAKE	0.08	100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

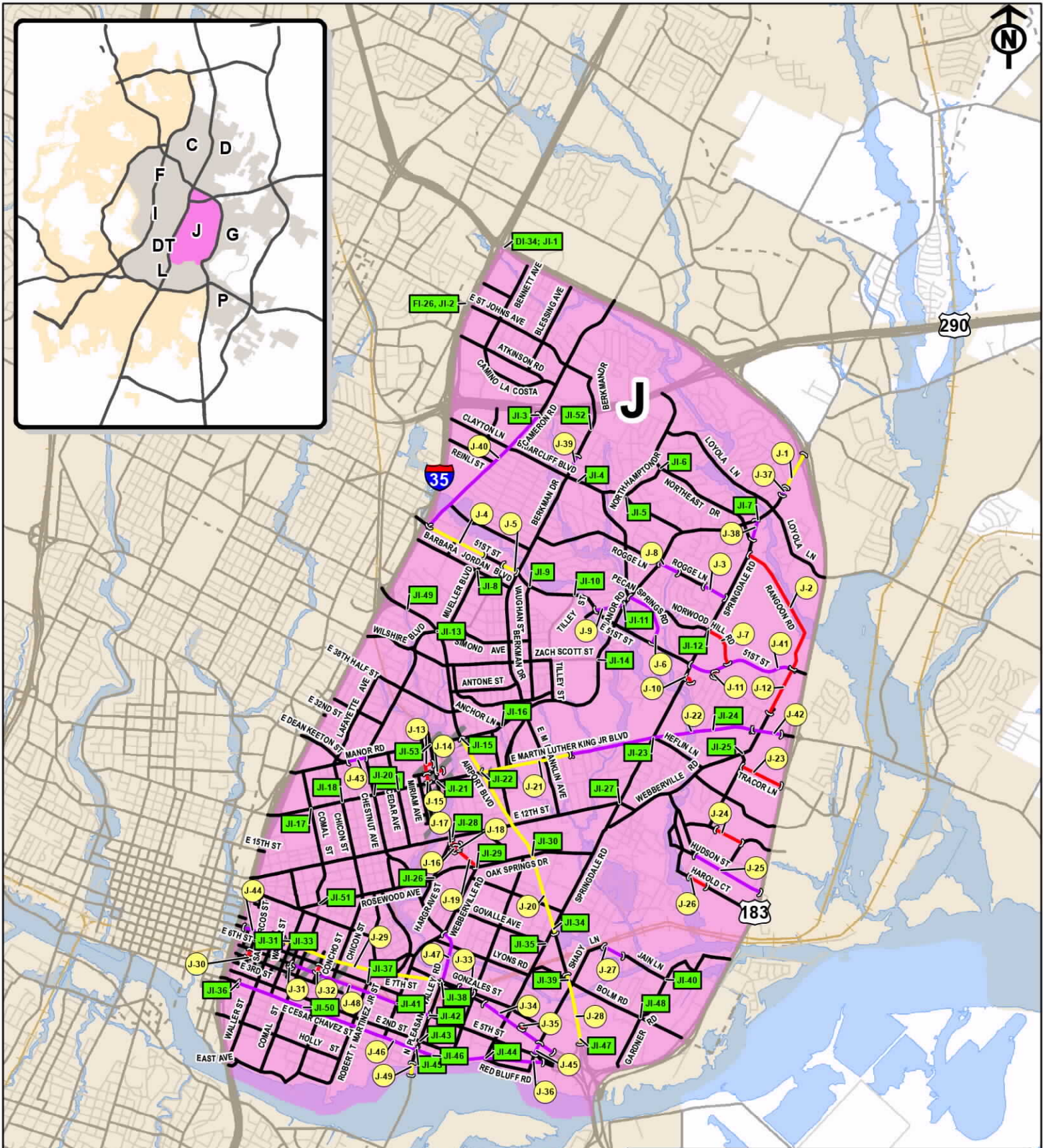
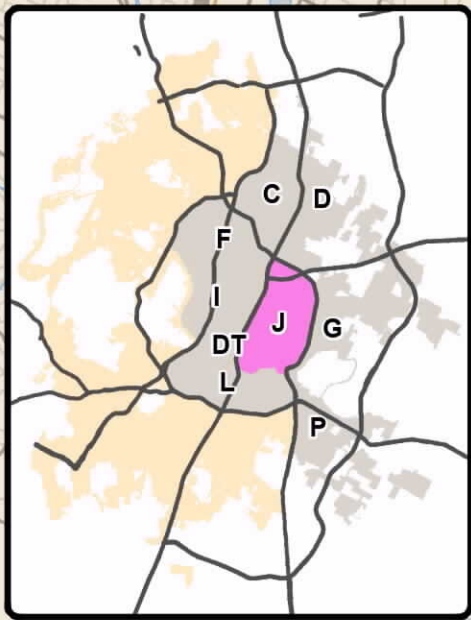
For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.J. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area J

Proj. #	Type	Intersection	% In Service Area
DI-34, JI-1	Intersection Improvements	N IH 35 AND E ANDERSON LN	50%
FI-26, JI-2	Add U-turn Lane	E ST JOHNS AVE AND N IH 35	50%
JI-3	Intersection Improvements	CAMERON RD AND E US 290 HWY	100%
JI-4	Roundabout	GASTON PL DR AND BRIAR CLIFF DR	100%
JI-5	Roundabout	NORTH HAMPTON DR AND GASTON PLACE DR	100%
JI-6	Signalize	NORTHEAST DR AND N HAMPTON DR	100%
JI-7	Roundabout	MANOR RD AND SPRINGDALE RD	100%
JI-8	Signalize	BARBARA JORDAN BLVD AND MUELLER BLVD	100%
JI-9	Signalize	E 51ST ST AND VAUGHAN ST	100%
JI-10	Signalize	51ST ST AND TILLEY ST	100%
JI-11	Roundabout	OLD MANOR RD AND WESTMINSTER DR	100%
JI-12	Signalize	SPRINGDALE RD AND NORWOOD HILL RD	100%
JI-13	Intersection Improvements	AIRPORT BLVD AND WILSHIRE BLVD	100%
JI-14	Signalize	MANOR RD AND ZACH SCOTT ST	100%
JI-15	Intersection Improvements	AIRPORT BLVD AND MANOR RD	100%
JI-16	Intersection Improvements	MANOR RD AND ANCHOR LN	100%
JI-17	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND COMAL ST	100%
JI-18	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND CHICON ST	100%
JI-19	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND CHESTNUT AVE	100%
JI-20	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND CEDAR AVE	100%
JI-21	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND ALEXANDER AVE	100%
JI-22	Intersection Improvements	AIRPORT BLVD AND E MARTIN LUTHER KING JR BLVD	100%
JI-23	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND SPRINGDALE RD	100%
JI-24	Signalize	MARTIN LUTHER KING JR BLVD AND OLDFORT HILL DR	100%
JI-25	Signalize	WEBBERVILLE RD AND TANNEHILL LN	100%
JI-26	Roundabout	ROSEWOOD AVE AND HARGRAVE ST	100%
JI-27	Intersection Improvements	SPRINGDALE RD AND E 12TH ST	100%
JI-28	Roundabout	HARGRAVE ST AND E 12TH ST	100%
JI-29	Roundabout	ROSEWOOD DR AND WEBBERVILLE RD	100%
JI-30	Intersection Improvements	AIRPORT BLVD AND OAK SPRINGS DR	100%
JI-31	Signalize	6TH ST AND SAN MARCOS ST	100%
JI-32	Signalize	7TH ST AND WALLER ST	100%
JI-33	Intersection Improvements	E 7TH ST AND ATTAYAC ST	100%
JI-34	Intersection Improvements	AIRPORT BLVD AND SPRINGDALE RD	100%
JI-35	Signalize	SPRINGDALE RD AND GOVALLE AVE	100%
JI-36	Signalize	E CESAR CHAVEZ ST AND SAN MARCOS ST	100%
JI-37	Signalize	E 6TH ST AND ROBERT T MARTINEZ JR ST	100%
JI-38	Intersection Improvements	E 7TH ST AND N PLEASANT VALLEY RD	100%
JI-39	Intersection Improvements	AIRPORT BLVD AND SHADY LN	100%
JI-40	Signalize	GARDNER RD AND JAIN LN	100%
JI-41	Signalize	E 5TH ST AND PEDERNALES ST	100%
JI-42	Intersection Improvements	E 5TH ST AND N PLEASANT VALLEY RD	100%
JI-43	Intersection Improvements	E 2ND ST AND N PLEASANT VALLEY RD	100%
JI-44	Intersection Improvements	SPRINGDALE RD AND E CESAR CHAVEZ ST	100%
JI-45	Intersection Improvements	E CESAR CHAVEZ ST AND N PLEASANT VALLEY RD	100%
JI-46	Signalize	E CESAR CHAVEZ ST AND LINDEN ST	100%
JI-47	Intersection Improvements	AIRPORT BLVD AND LEVANDER LOOP	100%
JI-48	Signalize	BOLM RD AND GARDNER RD	100%
JI-49	Intersection Improvements	AIRPORT BLVD AND PARKWOOD RD/CRESTWOOD RD	100%
JI-50	Signalize	E CESAR CHAVEZ ST AND CHALMERS AVE	100%
JI-51	Signalize	ROSEWOOD AVE AND ANGELINA ST	100%
JI-52	Signalize	BERKMAN DR AND PATTON LN	100%
JI-53	Signalize	MANOR RD AND ALEXANDER AVE	100%

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Legend

Impact Fee Eligible Roadways	Impact Fee Eligible Segments
New	Impact Fee Eligible Intersections
Access Management	Regulating Plans
Widening	Railroads
Other Roadways	2017 100-Year FEMA Floodplain
Major Streets	
Local Streets	

Street Impact Fee Study Service Area J

0 0.5 1 2 Miles

January 2020



CITY OF AUSTIN
STREET IMPACT FEE STUDY



Table 3.K. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area K

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA K	K-1	L2-2U-80	WESTLAKE DR	LAKEPLACE LN TO 750' S OF THE HIGH RD	3.17	100%
	I-24, K-2	L3-3U-S-100	REDBUD TRL	LAKE AUSTIN BLVD TO STRATFORD DR	0.54	50%
	K-3	L2-2U-78	STRATFORD DR	MOPAC BRIDGE TO ELGIN AVE	0.37	100%
	K-4	L3-3U-80	BARTON CREEK BLVD	1400' N OF SOUTHWEST PKWY TO 1300' N OF HENRY MARX LN	0.55	100%
	K-5	L2-2U-78	FOSTER RANCH RD	TRAVIS COUNTRY CIR TO 650' N OF SOUTHWEST PKWY	0.34	100%
	K-6	L2-2U-78	FOSTER RANCH RD	650' N OF SOUTHWEST PKWY TO SOUTHWEST PKWY	0.12	100%
	K-7	L3-3U-80	WESTLAKE DR	LONG CAMP DR TO CITY LIMITS	0.57	100%
	K-8	L3-3U-S-100	REDBUD TRL	STRATFORD DR TO 280' E OF WESTLAKE DR	0.45	100%
		Intersection Improvements	Type	Intersection		% In Service Area
	KI-1		Intersection Improvements	N CAPITAL OF TEXAS HWY AND WESTLAKE DR		100%
	KI-2		Signalize	REDBUD TRL AND STRATFORD DR		100%
	KI-3		Signalize	CAPITAL OF TEXAS HWY AND PARKSTONE HEIGHTS DR		100%
	KI-4		Signalize	WALSH TARTLTON LN AND THOUSAND OAKS COVE		100%
	KI-5, MI-1		Dual Left Turn Lane	HWY 71 AND SOUTHWEST PKWY		50%
	KI-6, MI-2		Intersection Improvements	SOUTHWEST PKWY AND TRAVIS COOK RD		50%
	KI-7, MI-3		Signalize	SOUTHWEST PKWY AND BELGRADE DR		50%
	KI-8, MI-4		Intersection Improvements	SOUTHWEST PKWY AND W WILLIAM CANNON DR		50%
	KI-9		Signalize	WALSH TARTLTON LN AND TAMARRON BLVD		100%

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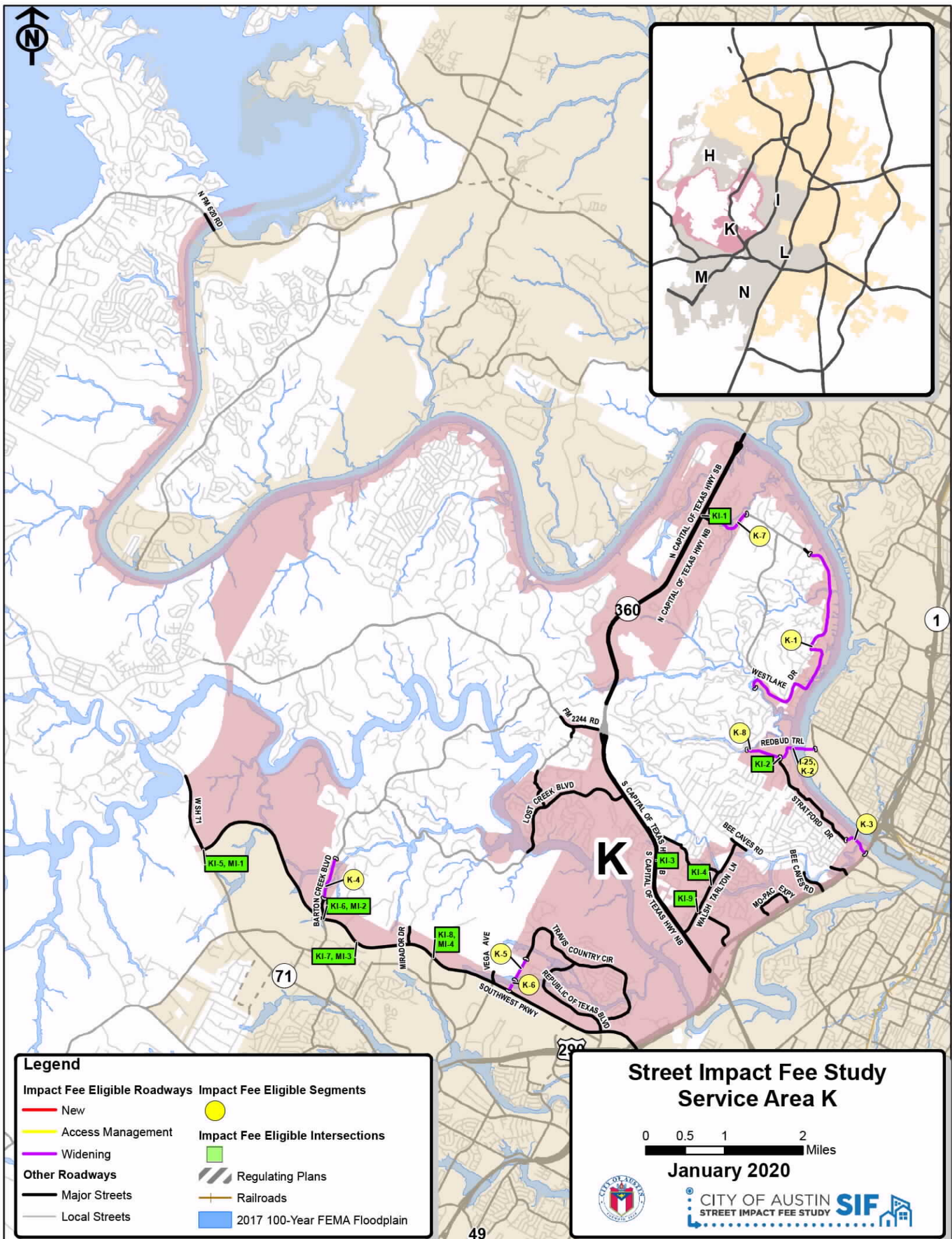


Table 3.L. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area L

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
S A L	L-1	L2-2U-80	STRATFORD DR	MOPAC TO LOU NEFF RD	0.25	100%
	L-2	L2-2U-80	AZIE MORTON RD	BARTON SPRINGS RD TO BARTON HILLS DR	0.46	100%
	L-3	L3-4D-120-TxDOT	S LAMAR BLVD	BARTON SPRINGS RD TO S LAMAR SVRD	2.76	100%
	L-4	L2-2U-OP-70	DEL CURTO RD	BLUEBONNET LN TO LIGHTSEY RD	0.37	100%
	L-5	L2-2U-OP-92	LIGHTSEY RD	LIGHTSEY RD TO LIGHTSEY RD	0.06	100%
	L-6	L2-2U-OP-92	LIGHTSEY RD-BARTON SKWY CONNECTOR	LIGHTSEY RD TO BARTON SKWY	0.04	100%
	L-7	L3-4D-116	BARTON SPRINGS RD	DAWSON DR TO W RIVERSIDE DR	0.46	100%
	L-8	L1-2U-OP-60	BARTON SPRINGS RD-CONGRESS AVE CONNECTOR	BARTON SPRINGS RD TO CONGRESS AVE	0.21	100%
	L-9	L1-2U-OP-60	S 1ST ST CONNECTOR	S 1ST ST TO BARTON SPRINGS TO CONGRESS CONNECTION	0.11	100%
	L-10	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 1	BARTON SPRINGS RD TO END	0.05	100%
	L-11	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 2	BARTON SPRINGS RD TO END	0.13	100%
	L-12	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 3	BARTON SPRINGS RD TO END	0.14	100%
	L-13	L2-2U-OP-92	BARTON SPRINGS RD	CONGRESS AVE TO W RIVERSIDE DR	0.33	100%
	L-14	L1-2U-OP-60	CONGRESS AVE-BARTON SPRINGS RD CONNECTOR	CONGRESS AVE TO BARTON SPRINGS RD	0.16	100%
	L-15	L1-2U-OP-60	E RIVERSIDE DR CONNECTOR	E RIVERSIDE TO END	0.07	100%
	L-16	L3-6D-140	S 1ST ST	RIVERSIDE DR TO BARTON SPRINGS RD	0.11	100%
	L-17	L3-4D-80	W RIVERSIDE DR	170' W OF S 1ST ST TO S CONGRESS AVE	0.26	100%
	L-18	L3-4D-94	E RIVERSIDE DR	S CONGRESS AVE TO 240' W OF NEWNING AVE	0.26	100%
	L-19	L3-4D-120	S CONGRESS AVE	BARTON SPRINGS RD TO BEN WHITE BLVD SVRD	2.70	100%
	L-20	L2-2U-OP-92	ST EDWARDS DR	S CONGRESS AVE TO 165' W OF CARNARVON LN	0.16	100%
	L-21	L2-2U-OP-78	E ALPINE RD	E ALPINE RD TO 200' E OF WAREHOUSE ROW	0.14	100%
	L-22	L2-2U-OP-78	PAYLOAD PASS-E ALPINE RD CONNECTOR	PAYLOAD PASS TO E ALPINE RD	0.12	100%
	L-23	L2-2U-OP-70	BLUEBONNET LN	S LAMAR BLVD TO DEL CURTO RD	0.14	100%
	L-24	L2-2U-OP-92	ELMONT DR	TOWN CREEK TO TINNIN FORD DR	0.06	100%
	L-25	L2-2U-OP-92	PARKER LN-BURTON DR CONNECTOR	PARKER LN TO BURTON DR	0.28	100%
	L-26	L2-2U-OP-92	BURTON DR-WILLOW CREEK DR CONNECTOR	BURTON DR TO WILLOW CREEK DR	0.08	100%
	L-27	L2-2U-OP-92	WILLOW HILL DR	WILLOW CREEK DR TO WILLOW HILL DR	0.12	100%
	L-28	L2-2U-OP-92	WILLOW HILL DR	PLEASANT VALLEY RD TO WICKERSHAM LN	0.25	100%
	L-29	L3-4D-120	S PLEASANT VALLEY RD	440' S OF CANTERBURY RD TO 525' N OF E RIVERSIDE DR	1.18	100%
	L-30	L2-2U-OP-92	LAKESHORE BLVD-E RIVERSIDE CONNECTOR	LAKESHORE BLVD TO E RIVERSIDE DR	0.65	100%
	L-31	L2-2U-OP-92	PLEASANT VALLEY DR-ELMONT DR CONNECTOR	PLEASANT VALLEY RD TO ELMONT DR	0.45	100%
	L-32	L2-2U-OP-92	ELMONT DR	WICKERSHAM LN TO CROSSING PL	0.20	100%
	L-33	L3-4D-116	E OLTORF ST	INTERSTATE 35 TO MONTOPOLIS DR	2.28	100%
	L-34	L3-4D-120	S PLEASANT VALLEY RD	280' S OF OLTORF RD TO 1160' S OF GEORGIA MEADOWS DR	0.45	100%
	L-35	L3-4D-120	S PLEASANT VALLEY RD	BURLESON RD TO S PLEASANT VALLEY RD	0.14	100%
	L-36	L3-4D-94	BURLESON RD	SANTA MONICA DR TO BEN WHITE BLVD	0.33	100%
	L-37	L3-4D-104	WOODWARD ST	INTERSTATE 35 TO BEN WHITE BLVD	0.51	100%
	L-38	L2-2U-78	S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	S PLEASANT VALLEY RD TO SUNRIDGE DR	0.44	100%
	L-39	L2-2U-78	SUNRIDGE DR	SUNRIDGE DR TO E BEN WHITE BLVD SVRD	0.20	100%
	L-40	L2-2U-OP-92	FARO DR	FARO DR TO OLTORF ST	0.58	100%
	L-41	L2-2U-OP-92	RIVERS EDGE WAY	RIVERS EDGE WAY TO OLTORF ST	0.68	100%
	L-42	L2-2U-78	FARO DR-MONTOPOLIS DR CONNECTOR	FARO DR TO MONTOPOLIS DR	0.45	100%
	L-43	L2-2U-OP-92	FARO DR	FARO DR TO FARO DR TO MONTOPOLIS CONNECTION	0.31	100%
	L-44	L2-2U-60	GROVE BLVD	GROVE BLVD TO MONTOPOLIS DR	0.47	100%
	L-45	L2-2U-OP-92	FRONTIER VALLEY DR-BASTROP HWY CONNECTOR	FRONTIER VALLEY TO BASTROP HWY	0.43	100%
	L-46	L2-2U-OP-92	VARGAS RD	RIVERSIDE DR TO CARSON RIDGE DR	0.30	100%
	L-47	L1-2U-OP-60	CARSON RIDGE	THRASHER LN TO MAXWELL LN	0.22	100%
	L-48	L2-2U-OP-92	E BEN WHITE BLVD-THRASHER LN CONNECTOR	E BEN WHITE BLVD TO THRASHER LN	0.43	100%
	L-49	L3-4D-120	BARTON SPRINGS RD	S LAMAR BLVD TO LEE BARTON DR	0.04	100%
	L-50	L3-4D-100	BARTON SPRINGS RD	LEE BARTON DR TO DAWSON RD	0.13	100%
	L-51	L3-4D-94	W OLTORF ST	S 2ND ST TO DURWOOD ST	0.17	100%
	L-52	L3-4D-94	W OLTORF ST	EUCLID AVE TO COLLEGE AVE	0.12	100%
	L-53	L3-4D-94	W OLTORF ST	COLLEGE AVE TO S CONGRESS AVE	0.04	100%
	L-54	L3-4D-94	E OLTORF ST	S CONGRESS AVE TO REBEL RD	0.22	100%
	L-55	L2-2U-64	LIGHTSEY RD	DEL CURTO RD TO CLAWSON RD	0.16	100%
	L-56	L2-2U-64	CLAWSON RD	BARTON SKWY TO FORT VIEW RD	0.80	100%
	L-57	L3-4D-94	MANCHACA RD	FORT VIEW RD TO BEN WHITE BLVD	0.05	100%
	L-58	L3-4D-94	S 1ST ST	FORT MCGRUDER LN TO BEN WHITE BLVD	0.05	100%
	L-59	L3-4D-94	BARTON SPRINGS RD	LEE BARTON DR TO DAWSON RD	0.14	100%
	L-60	L1-2U-60	COUNTRY CLUB RD	E RIVERSIDE DR TO PENICK DR	0.07	100%
	L-61	L1-2U-60	GROVE BLVD CONNECTOR	GROVE BLVD TO END	0.23	100%
	L-62	L2-2U-78	FARO DR-MONTOPOLIS DR CONNECTOR	END TO MONTOPOLIS DR	0.19	100%

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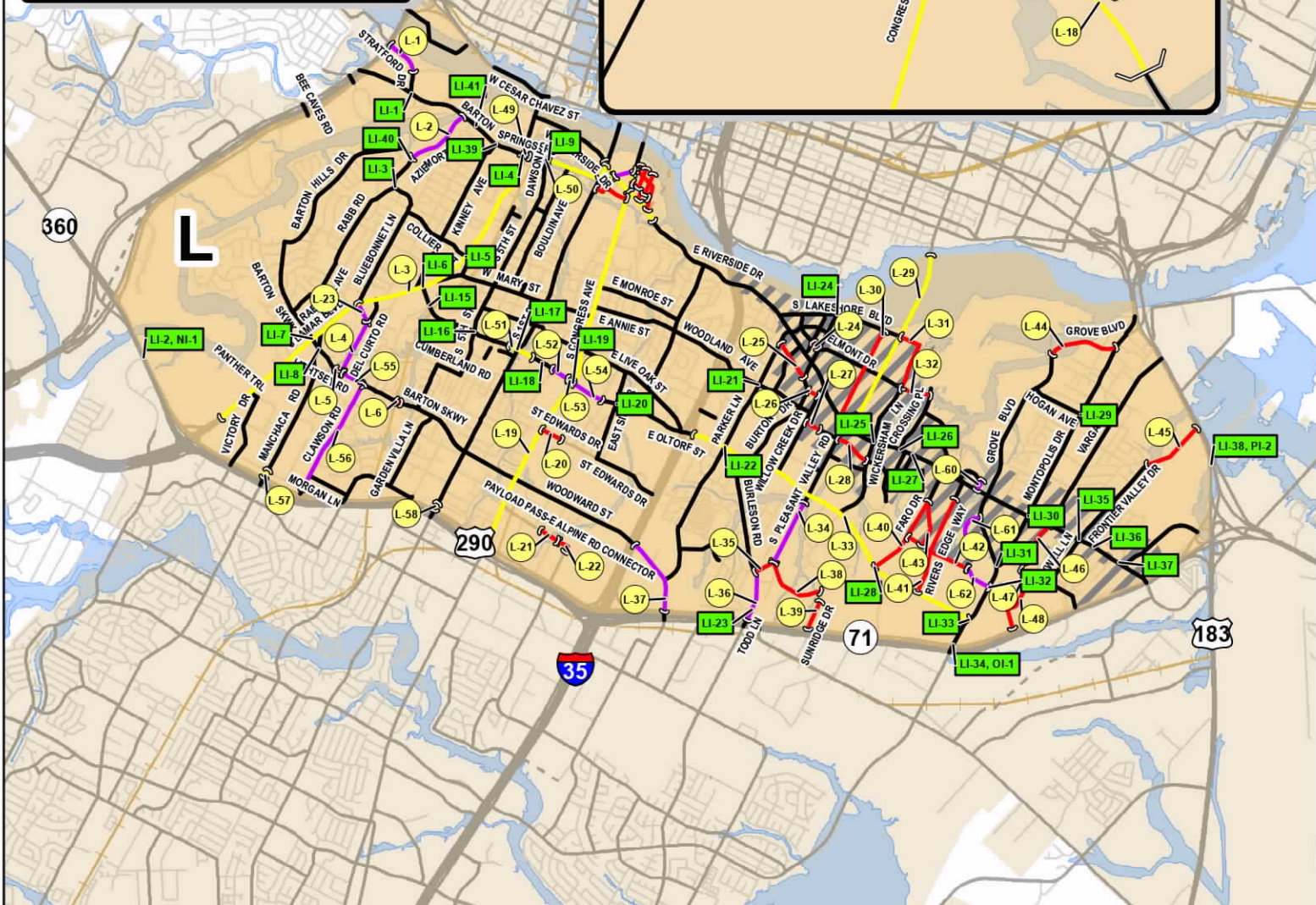
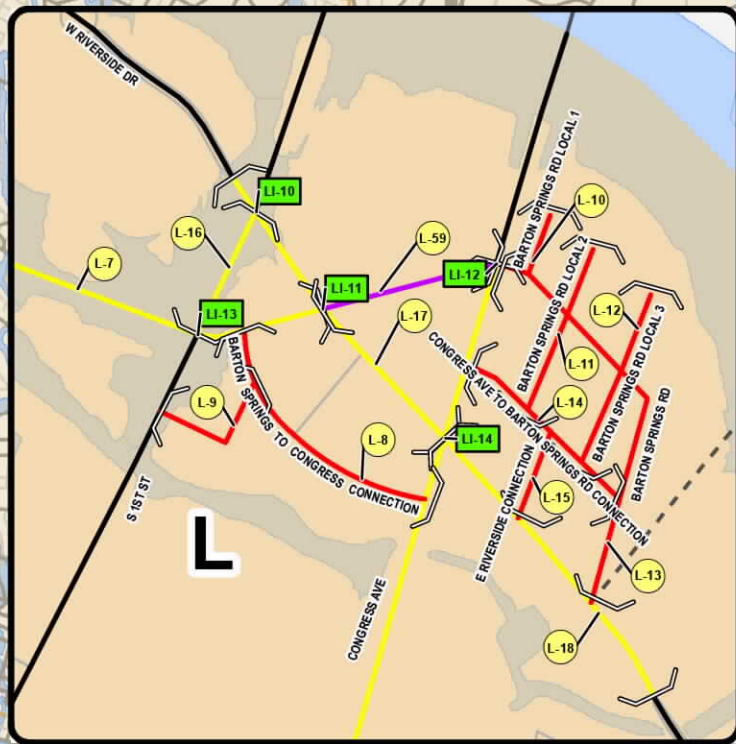
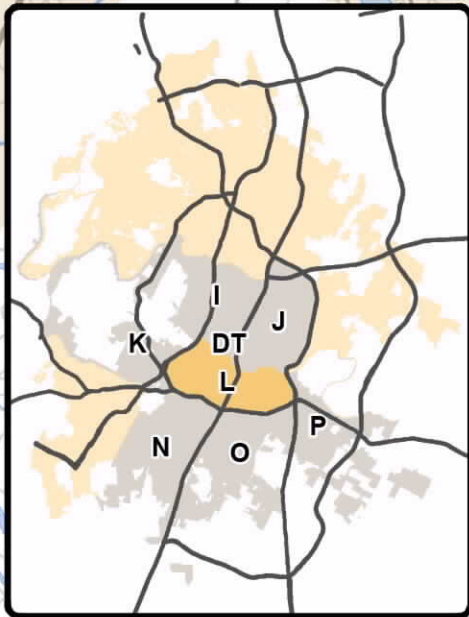
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Table 3.L. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area L

Proj. #	Type	Intersection	% In Service Area
LI-1	Extend Turn Lane	BARTON SPRINGS RD AND STRATFORD DR	100%
LI-2, NI-1	Signal Modifications	S CAPITAL OF TEXAS HWY AND WEST GATE BLVD	50%
LI-3	Signalize	ROBERT E LEE RD AND RABB RD	100%
LI-4	Intersection Improvements	S LAMAR BLVD NB AND BARTON SPRINGS RD	100%
LI-5	Signalize	S LAMAR BLVD AND COLLIER ST	100%
LI-6	Extend Turn Lane	S LAMAR BLVD AND W OLTORF ST	100%
LI-7	Extend Turn Lane	S LAMAR BLVD AND BARTON SKWY	100%
LI-8	Intersection Improvements	MANCHACA RD AND BARTON SKWY	100%
LI-9	Intersection Improvements	BARTON SPRINGS RD AND DAWSON RD	100%
LI-10	Intersection Improvements	S 1ST ST AND W RIVERSIDE DR	100%
LI-11	Intersection Improvements	W RIVERSIDE DR AND BARTON SPRINGS RD	100%
LI-12	Intersection Improvements	S CONGRESS AVE AND BARTON SPRINGS RD	100%
LI-13	Intersection Improvements	S 1ST ST AND BARTON SPRINGS RD	100%
LI-14	Intersection Improvements	S CONGRESS AVE AND W RIVERSIDE DR	100%
LI-15	Signalize	W OLTORF ST AND THORNTON RD	100%
LI-16	Intersection Improvements	W OLTORF ST AND S 5TH ST	100%
LI-17	Intersection Improvements	W OLTORF ST AND S 1ST ST	100%
LI-18	Signalize	W OLTORF ST AND WILSON ST	100%
LI-19	Intersection Improvements	S CONGRESS AVE AND W OLTORF ST	100%
LI-20	Intersection Improvements	E OLTORF ST AND EAST SIDE DR	100%
LI-21	Signalize	WOODLAND AVE AND PARKER LN	100%
LI-22	Intersection Improvements	E OLTORF ST AND PARKER LN	100%
LI-23	Signalize	BURLESON RD AND S PLEASANT VALLEY RD EXT	100%
LI-24	Signalize	S LAKESHORE BLVD AND TINNIN FORD RD	100%
LI-25	Intersection Improvements	E RIVERSIDE DR AND WICKERSHAM LN	100%
LI-26	Intersection Improvements	E RIVERSIDE DR AND CROSSING PL	100%
LI-27	Signalize	E RIVERSIDE DR AND KENNETH AVE	100%
LI-28	Signalize	E OLTORF ST AND FARO ST EXT	100%
LI-29	Intersection Improvements	MONTOPOLIS DR AND HOGAN AVE	100%
LI-30	Intersection Improvements	E RIVERSIDE DR AND MONTOPOLIS DR	100%
LI-31	Signalize	GROVE BLVD AND MONTOPOLIS DR	100%
LI-32	Signalize	MONTOPOLIS DR AND FARO DR-MONTOPOLIS DR CONNECTION	100%
LI-33	Intersection Improvements	E OLTORF ST AND MONTOPOLIS DR	100%
LI-34, OI-1	Extend Turn Lane	E BEN WHITE BLVD AND MONTOPOLIS DR	50%
LI-35	Signalize	E RIVERSIDE DR AND FRONTIER VALLEY DR	100%
LI-36	Signalize	E RIVERSIDE DR AND ANISE DR	100%
LI-37	Signalize	RIVERSIDE DR AND CORIANDER DR	100%
LI-38, PI-2	Signalize	BASTROP HWY AND OLD BASTROP HWY SVRD CONNECTION	50%
LI-39	Intersection Improvements	KINNEY ST AND BARTON SPRINGS RD	100%
LI-40	Signalize	AZI MORTON RD AND BARTON HILLS DR	100%
LI-41	Signalize	BARTON SPRINGS RD AND STERZING ST	100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways	Impact Fee Eligible Segments
New	Yellow circle
Access Management	Yellow line
Widening	Green line
Other Roadways	Impact Fee Eligible Intersections
Major Streets	Green square
Local Streets	Regulating Plans
	Railroads
	2017 100-Year FEMA Floodplain

Street Impact Fee Study Service Area L

0 0.5 1 2 Miles

January 2020



CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

Table 3.M. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area M

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA M	M-1	L2-2U-60	WIER HILLS RD	RIALTO BLVD TO OLD BEE CAVES RD	0.53	100%
	M-2	L2-2U-68	TRAVIS COOK RD	OLD BEE CAVES RD TO SOUTHWEST PKWY	0.48	100%
	M-3	L3-4D-116	VEGA AVE	SOUTHWEST PKWY TO EIGER RD	0.62	100%
	M-4	L3-4D-120	INDUSTRIAL OAKS BLVD	SOUTHWEST PARKWAY TO INDUSTRIAL OAKS BLVD	0.22	100%
	M-5	L3-4D-120	INDUSTRIAL OAKS BLVD	920' N OF SH 71 SVRD WB TO SH 71 SVRD WB	0.17	100%
	M-6	L2-2U-78	BOSTON LN	BOSTON LN TO US 290	0.10	100%
	M-7	L2-2U-78	BOSTON LN-REPUBLIC OF TEXAS LN CONNECTOR	REPUBLIC OF TEXAS BLVD TO BOSTON LN	0.13	100%
	M-8	L3-3U-80	OLD BEE CAVES RD	370' N OF US 290 TO SH 71	3.05	100%
	M-9	L3-4U-80	OLD BEE CAVES RD	US 290 TO 370' N OF US 290	0.07	100%
	M-10	L2-2U-78	MOUNTAIN SHADOWS DR-W SH 71 CONNECTOR	MOUNTAIN SHADOWS DR TO W SH 71	0.18	100%
	M-11	L2-2U-78	FLETCHER LN	OLD BEE CAVES RD TO SH 71	0.23	100%
	M-12	L2-2U-S-80	THOMAS SPRINGS RD	SH 71 TO CIRCLE DR	1.59	50%
	M-13	L2-2U-S-80	W SH 71-MURMURING CREEK DR CONNECTOR	W SH 71 TO MURMURING CREEK DR	0.66	50%
	M-14	L2-2U-S-80	MURMURING CREEK DR	MURMURING CREEK DR TO MOWINKLE TO SH 71 CONNECTION	0.23	100%
	M-15	L2-2U-S-80	W SH 71-MOWINKLE DR CONNECTOR	W SH 71 TO MOWINKLE DR	0.66	100%
	M-16	L2-2U-60	SILVERMINE DR	160' N OF RED WILLOW DR TO 500' N OF RACCOON RUN	0.41	100%
	M-17	L2-2U-S-80	CIRCLE DR	THOMAS SPRINGS RD TO WILLIAMSON CREEK DR	0.65	50%
	M-18	L2-2U-60	SCENIC BROOK DR	US 290 TO 126' S OF FENTON DR	0.28	100%
	M-19	L2-2U-78	MC CARTY LN	W WILLIAM CANNON DR TO US 290	0.93	100%
	M-20	L2-2U-78	BECKETT RD	REYNOLDS RD TO MCCARTY LN	0.16	100%
	M-21	L2-2U-78	CONVICT HILL RD	WOODCREEK RD TO BRUSH COUNTRY RD	0.57	100%
	M-22	L2-2U-OP-92	BRUSH COUNTRY RD	CONVICT HILL RD TO 300' S OF WILLIAM CANNON DR	0.46	100%
	M-23	L2-2U-64	MOUNTAIN SHADOWS DR	OLD BEE CAVES RD TO END	0.27	100%
	M-24	L2-2U-78	CONVICT HILL RD	515' W OF VERMILLION DR TO LOCKINVAR ST	0.53	100%
	M-25	L3-4D-120-TxDOT	FM 1826 RD	526' N OF SUMMERVALE DR TO US 290	0.46	100%
	M-26	L3-4D-120-TxDOT	FM 1826 RD	370' N OF BELLA VISTA TRL TO 526' N OF SUMMERVALE DR	0.72	50%
	M-27	L2-2U-60	WESTCREEK DR	CANA CV TO BRUSH COUNTRY RD	0.04	100%
	M-28	L2-2U-78	LATTA DR	ISLANDER DR TO NAIRN DR	0.28	100%
	M-29	L2-2U-78	BRUSH COUNTRY RD	SUMMERSET TRL TO MONTEREY OAKS BLVD	0.32	100%
	M-30	L4-6D-130	W SLAUGHTER LN	MOPAC EXP'Y TO BRODIE LN	1.55	100%
	M-31	L3-4D-120-TxDOT	FM 1826 RD	4000' S OF APPALOOSA RUN TO 1800' S OF LEWIS MOUNTAIN DR	2.27	50%
	M-32	L3-4D-120	ESCARPMENT BLVD	SH 45 WB TO LA CROSSE AVE	1.23	100%
	M-33	L2-2U-78	OLD FREDERICKSBURG RD	US 290 HWY TO 350' E OF SMITH OAK TRL	0.31	100%
	M-34, N-17	L3-3U-96	BRODIE LN	GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL	0.34	50%
	M-35	Right-of-Way	US 290 / SH 71	RM 1826 / SILVERMINE DR TO MONTEREY OAKS BLVD	4.49	100%
SA M	Proj. #		Type	Intersection		% In Service Area
	KI-5, MI-1	Intersection Improvements	Dual Left Turn Lane	HWY 71 AND SOUTHWEST PKWY		50%
	KI-6, MI-2		Intersection Improvements	SOUTHWEST PKWY AND TRAVIS COOK RD		50%
	KI-7, MI-3		Signalize	SOUTHWEST PKWY AND BELGRADE DR		50%
	KI-8, MI-4		Intersection Improvements	SOUTHWEST PKWY AND W WILLIAM CANNON DR		50%
	MI-5		Signalize	TERRAVISTA DR AND RIALTO BLVD		100%
	MI-6		Signalize	W WILLIAM CANNON DR AND RIALTO BLVD		100%
	MI-7		Signalize	HWY 71 AND MIDWOOD PKWY		100%
	MI-8		Signalize	SH 71 AND 8660 BLK W SH 71		100%
	MI-9		Intersection Improvements	W SH 71 AND FLETCHER LN		100%
	MI-10		Signalize	OLD BEE CAVES RD AND FLETCHER LN		100%
	MI-11		Signalize	WILLIAM CANNON DR AND VEGA AVE		100%
	MI-12		Signalize	VEGA AVE AND EIGER RD		100%
	MI-13		Intersection Improvements	W SH 71 AND HEB ACCESS		100%
	MI-14		Signalize	US 290 AND OLD BEE CAVES RD		100%
	MI-15		Intersection Improvements	ESCARPMENT BLVD AND W WILLIAM CANNON DR		100%
	MI-16		Signalize	WILLIAM CANNON DR AND BANNOCKBURN DR		100%
	MI-17, NI-18		Intersection Improvements	BRODIE LN AND W WILLIAM CANNON DR		50%
	MI-18		Signalize	BECKETT RD AND CONVICT HILL RD		100%
	MI-19		Intersection Improvements	ESCARPMENT BLVD AND DAVIS LN		100%
	MI-20		Signalize	DAVIS LN AND S MOPAC		100%
	MI-21		Signalize	DAVIS LN AND COPANO DR		100%
	MI-22		Signalize	DAVIS LN AND CORRAN FERRY DR		100%
	MI-23, NI-28		Signalize	BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS		50%
	MI-24, NI-33		Intersection Improvements	BRODIE LN AND DAVIS LN		50%
	MI-25		Intersection Improvements	ESCARPMENT BLVD AND W SLAUGHTER LN		100%
	MI-26		Signalize	SLAUGHTER LN AND ZUNIGA DR		100%
	MI-27, NI-39		Intersection Improvements	BRODIE LN AND W SLAUGHTER LN		50%
	MI-28		Signalize	SPRUCE CANYON DRIVE AND FM 1826 RD		50%
	MI-29		Intersection Improvement	SH 45 AND SPRUCE CANYON DR		100%
	MI-30		Intersection Improvement	SH 45 AND ESCARPMENT BLVD		100%
	MI-31		Signalize	DAVIS LN AND LATTA DR		100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.N. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area N

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA N	N-1	L3-4D-94	WEST GATE BLVD	WESTERN TRAILS BLVD TO US 290 EB SVRD	0.21	100%
	N-2	L3-4D-100	MANCHACA RD	STASSNEY LN TO WILLIAM CANNON DR	1.07	100%
	N-3	L3-4D-130	S CONGRESS AVE	BEN WHITE BLVD TO WASSON DR	0.91	100%
	N-4	L4-6D-120	W WILLIAM CANNON DR	BRODIE LN TO MANCHACA RD	1.60	100%
	N-5	L3-3U-92	DAVIS LN	BRODIE LN TO GUIDEPOST TRL	0.74	100%
	N-6	L3-3U-74	DAVIS LN	LEO ST TO MANCHACA RD	0.62	100%
	N-7	L3-4D-120-TxDOT	MANCHACA RD	WILLIAM CANNON DR TO SLAUGHTER LN	2.26	100%
	N-8	L2-2U-64	MATTHEWS LN	MOUNT CARRELL DR TO COOPER LN	0.23	100%
	N-9	L2-2U-78	COOPER LN	DITTMAR RD TO MATTHEWS LN	0.58	100%
	N-10	L3-4D-140-TxDOT	S CONGRESS AVE	WASSON DR TO NORTH BLUFF DR	0.48	100%
	N-11	L3-4D-140-TxDOT	S CONGRESS AVE	NORTH BLUFF DR TO W SLAUGHTER LN	2.28	100%
	N-12	L3-4D-130-TxDOT	CIRCLE S RD	WASSON DR TO NORTH BLUFF DR	1.76	100%
	N-13	L2-2U-78	RALPH ABLANEDO DR	SHALLOT WAY TO S 1ST ST	0.59	100%
	N-14	L2-3U-78	RALPH ABLANEDO DR	CONGRESS AVE TO SHALLOT WAY	0.24	100%
	N-15	L2-2U-64	PEACEFUL HILL LN	DITTMAR RD TO RALPH ABLANEDO DR	0.67	100%
	N-16	L2-2U-OP-78	CULLEN LN	RALPH ABLANEDO DR TO W SLAUGHTER LN	0.50	100%
	M-34, N-17	L3-3U-96	BRODIE LN	GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL	0.34	50%
	N-18	L3-3U-96	BRODIE LN	350' N OF BRODIE SPRINGS TRL TO SQUIRREL HOLLOW	0.39	50%
	N-19	L2-2U-68	RIDDLE RD	SLAUGHTER LN (E.) TO SLAUGHTER LN (W.)	0.64	100%
	N-20	L2-2U-68	OLD MANCHACA RD	RIDDLE RD TO DREW LN	0.21	100%
	N-21	L3-4D-120-TxDOT	MANCHACA RD	560' S OF SLAUGHTER LN TO 1100' S OF OLD MANCHACA DR	0.98	50%
	N-22	L3-4D-120-TxDOT	MANCHACA RD	1100' S OF OLD MANCHACA DR TO 280' S OF MARCUS ABRAMS BLVD	0.52	100%
	N-23	L3-4D-120-TxDOT	MANCHACA RD	RAVENS CROFT DR TO 280' S OF MARCUS ABRAMS BLVD	0.10	50%
	N-24	L3-4D-120-TxDOT	MANCHACA RD	280' S OF MARCUS ABRAMS BLVD TO 350' S OF MORNINGSIDE LN	0.14	50%
	N-25	L3-3U-96	BRODIE LN	300' S OF TWILIGHT TRAIL TO SULLY CREEK DR	1.26	100%
	N-26	L3-3U-96	BRODIE LN	SULLY CREEK DR TO FM 1626	0.27	50%
	N-27	L2-2U-78	WAYNE RIDDELL LOOP	LORD DERBY ST TO S 1ST ST	0.18	100%
	N-28	L3-4D-120	W FM 1626 RD	160' W OF ASHBROOK DR TO SAN LEANNA DR	0.16	50%
	N-29	L3-4D-120-TxDOT	E FM 1626 RD	IH 35 SVRD TO 160' W OF ASHBROOK DR	0.77	100%
	N-30	L2-2U-60	OLD SAN ANTONIO RD	IH 35 SVRD TO E FM 1626	1.13	100%
	N-31	L2-2U-78	OLD SAN ANTONIO RD	IH 35 SVRD TO E FM 1626	0.78	100%
	N-32	L2-2U-78	OLD SAN ANTONIO RD	E FM 1626 TO 1700' S OF ONION CREEK PKWY	0.63	50%
	N-33	L3-4D-120	ONION CREEK PKWY	OLD SAN ANTONIO RD TO 100' W OF FARRAH LN	0.07	100%
	N-34	L3-4D-120	ONION CREEK PKWY	100' W OF FARRAH RD TO 700' E OF FARRAH LN	0.15	100%
	N-35	L2-2U-78	OLD SAN ANTONIO RD	1400' N OF ESTANCIA PKWY TO 750' S OF PURYEAR RD	1.59	50%
	N-36	L3-4D-94	MANCHACA RD	BEN WHITE BLVD EB SVRD TO REDD ST	0.11	100%
	N-37	L2-2U-64	MATTHEWS LN	CHERRY MEADOW DR TO MEADOW RUN	0.35	100%
	N-38	L2-2U-68	LONGVIEW RD	HARPERS FERRY LN TO CAMERON LOOP	0.62	100%
	N-39	L2-2U-78	CAMERON LOOP	DAVIS LN TO LEO ST	0.94	100%
	N-40	L2-2U-60	GUIDEPOST TRL	DAVIS LN TO LEO ST	0.21	100%
	N-41	L2-2U-60	LEO ST	CAMERON LOOP TO GUIDEPOST TRL	0.30	100%
	N-42	L2-2U-64	FOREST WOOD RD	MATTHEWS DR TO DITTMAR RD	0.78	100%
	N-43	L3-4D-94	S 1ST ST	RALPH ABLANEDO DR TO W SLAUGHTER LN	0.13	100%
	N-44	L3-4D-120	FRATE BARKER RD	BUCKINGHAM GATE RD TO 330' E OF JIM THORPE LN	0.73	100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

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Table 3.N. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area N

Proj. #	Type	Intersection	% In Service Area
LI-2, NI-1	Signal Modifications	S CAPITAL OF TEXAS HWY AND WEST GATE BLVD	50%
NI-2	Intersection Improvement	MANCHACA RD AND LANSING DR	100%
NI-3	Intersection Improvement	MANCHACA RD AND JONES RD	100%
NI-4	Signalize	VINSON DR AND CARDIFF DR	100%
NI-5	Intersection Improvement	S 1ST ST AND W ST ELMO RD	100%
NI-6	Signalize	S 1ST ST AND ORLAND BLVD	100%
NI-7	Intersection Improvement	S CONGRESS AVE AND RADAM LN	100%
NI-8	Signalize	SHERATON AVE AND SUBURBAN DR	100%
NI-9	Intersection Improvement	W STASSNEY LN AND CHERRY CREEK DR	100%
NI-10	Intersection Improvement	MANCHACA RD AND W STASSNEY LN	100%
NI-11	Intersection Improvement	W STASSNEY LN AND S 1ST ST	100%
NI-12	Signalize	E STASSNEY LN AND APARTMENT DRIVEWAY	100%
NI-13	Signalize	STASSNEY LN AND STASSNEY LN (MIRA DR)	100%
NI-14	Signalize	WEST GATE BLVD AND BLARWOOD DR	100%
NI-15	Signalize	WEST GATE BLVD AND DEATONHILL DR	100%
NI-16	Intersection Improvement	MANCHACA RD AND BERKELEY AVE	100%
NI-17	Intersection Improvement	S CONGRESS AVE AND LITTLE TEXAS LN	100%
MI-17, NI-18	Intersection Improvements	BRODIE LN AND W WILLIAM CANNON DR	50%
NI-19	Signalize	WILLIAM CANNON DR AND DEATONHILL DR	100%
NI-20	Intersection Improvement	WEST GATE BLVD AND W WILLIAM CANNON DR	100%
NI-21	Signalize	W WILLIAM CANNON DR AND WHISPERING OAKS DR	100%
NI-22	Intersection Improvement	MANCHACA RD AND W WILLIAM CANNON DR	100%
NI-23	Intersection Improvement	W WILLIAM CANNON DR AND S 1ST ST	100%
NI-24	Signalize	W WILLIAM CANNON DR AND LUNAR DR	100%
NI-25	Intersection Improvement	S CONGRESS AVE AND W WILLIAM CANNON DR	100%
NI-26	Intersection Improvement	E WILLIAM CANNON DR AND CIRCLE S RD	100%
NI-27, OI-13	Intersection Improvement	E WILLIAM CANNON DR AND S IH 35	50%
MI-23, NI-28	Signalize	BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS	50%
NI-29	Signalize	WEST GATE BLVD AND MANASSAS DR	100%
NI-30	Signalize	WEST GATE BLVD AND CAMERON LOOP	100%
NI-31	Signalize	MANCHACA RD AND SHILOH DR	100%
NI-32	Roundabout	COOPER LN AND MATTHEWS LN	100%
MI-24, NI-33	Intersection Improvements	BRODIE LN AND DAVIS LN	50%
NI-34	Signal Modifications	MANCHACA RD AND DAVIS LN	100%
NI-35	Signalize	MANCHACA RD AND CROWNSPOINT DR	100%
NI-36	Signalize	S 1ST ST AND GREAT BRITAIN DR	100%
NI-37	Signalize	S 1ST ST AND HYDE PARK PL	100%
NI-38	Signalize	S CONGRESS AVE AND DITTMAR RD	100%
MI-27, NI-39	Intersection Improvements	BRODIE LN AND W SLAUGHTER LN	50%
NI-40	Intersection Improvement	MANCHACA RD AND W SLAUGHTER LN	100%
NI-41	Intersection Improvement	W SLAUGHTER LN AND CULLEN LN	100%
NI-42	Intersection Improvement	S CONGRESS AVE AND W SLAUGHTER LN	100%
NI-43	Signalize	MANCHACA RD AND REDWATER DR	50%
NI-44	Signalize	S 1ST ST AND SOUTHPARK MEADOWS DR	100%
NI-45	Signalize	TAFT LN AND ALICE MAE LN	100%
NI-46	Signal Modification	BRODIE LN AND FRATE BARKER RD	100%
NI-47	Signalize	MANCHACA RD AND MARCUS ABRAMS BLVD	100%
NI-48	Signalize	1ST ST AND 1ST ST (AKINS HS MAIN ENTRANCE)	100%
NI-49	Signalize	E FM 1626 RD AND OLD SAN ANTONIO RD	75%
NI-50, OI-35	Signalize	INTERSTATE 35 AND ONION CREEK PKWY	50%

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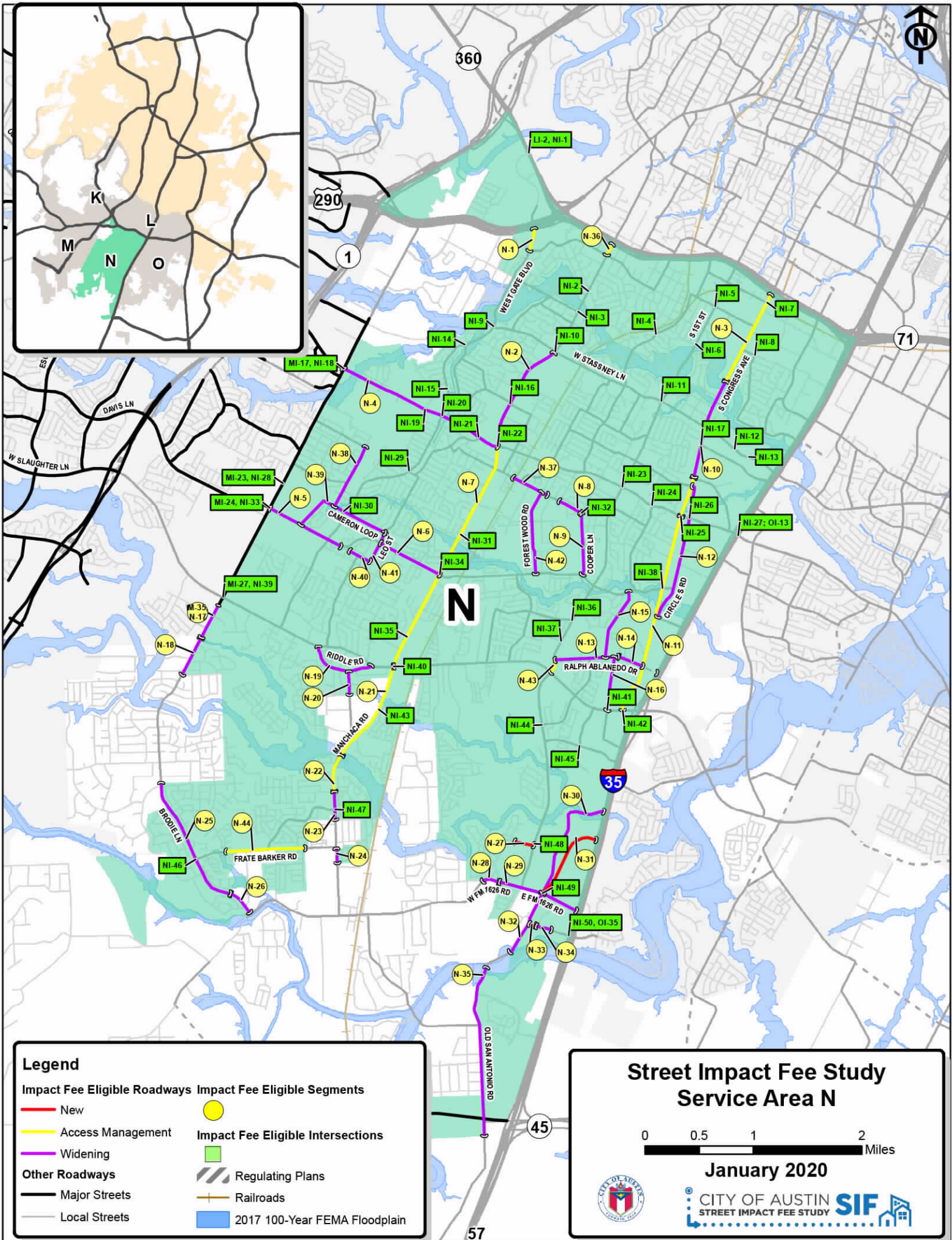


Table 3.O. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area O

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA O	O-1	L3-4D-140	E RIVERSIDE DR	METRO CENTER DR TO US 183	0.48	100%
	O-2	L3-4U-92	METRO CENTER DR	METRO CENTER DR TO DIME CIR	0.82	100%
	O-3	L3-4U-88	DIME CIR	BURLESON RD TO END	0.26	100%
	O-4	L3-4D-90	METROPOLIS DR	METROPOLIS DR TO BURLESON RD	1.57	100%
	O-5	L3-4D-116	BURLESON RD	250' S OF US 290 TO US 183	3.53	100%
	O-6	L2-2U-OP-92	E ST ELMO RD	S PLEASANT VALLEY RD TO NUCKOLS CROSSING RD	0.53	100%
	O-7	L2-2U-68	NUCKOLS CROSSING RD	ST ELMO RD TO E STASSNEY LN	0.75	100%
	O-8	L3-4D-120	TERI RD	INTERSTATE 35 TO FREIDRICH LN	0.28	100%
	O-9	L2-2U-78	MEADOW LAKE BLVD	BLUE MEADOW DR TO QUICKSILVER BLVD	0.23	100%
	O-10	L3-4D-120	S PLEASANT VALLEY RD	ONION CREEK DR TO PEREZ ELEMENTARY SCHOOL DWY	0.08	100%
	O-11	L4-6D-140	E WILLIAM CANNON DR	RUNNING WATER DR TO MCKINNEY FALLS PKWY	0.70	100%
	O-12	L4-6D-140	E WILLIAM CANNON DR	MCKINNEY FALLS PKWY TO 5460' E OF MCKINNEY FALLS PKWY	0.84	100%
	O-13	L4-6D-142	E WILLIAM CANNON DR	5460' E OF MCKINNEY FALLS PKWY TO US 183	1.17	50%
	O-14	L2-2U-OP-78	COLTON BLUFF SPRINGS RD	MCKINNEY FALLS PKWY TO FM 1625 RD	2.08	100%
	O-15	L3-4D-120-TxDOT	FM 1625 RD	MCKENZIE RD TO E SLAUGHTER LN	0.76	100%
	O-16	L3-4D-120-TxDOT	FM 1625 RD	US 183 TO MCKENZIE RD	0.34	50%
	O-17	L2-2U-78	MC KENZIE RD	FM 1625 RD TO US 183 HWY	0.20	50%
	O-18	L4-6D-154	E SLAUGHTER LN	1760' E OF THAXTON RD TO 3775' E OF THAXTON RD	0.38	100%
	O-19	L4-6D-154	E SLAUGHTER LN	FM 1625 RD TO 4500' W OF FM 1625 RD	0.85	100%
	O-20	L4-6D-154	E SLAUGHTER LN	FM 1625 RD TO US 183	0.64	50%
	O-21	L3-4D-120-TxDOT	FM 1625 RD	E SLAUGHTER LN TO 1685' S OF SLAUGHTER LN	0.31	50%
	O-22	L2-2U-78	SASSMAN RD	917' W OF THAXTON RD TO 2754' W OF THAXTON RD	0.35	50%
	O-23	L2-2U-78	SASSMAN RD	FM 1625 RD TO 5445' W OF FM 1625 RD	1.03	100%
	O-24	L3-4D-120-TxDOT	FM 1625 RD	1685' S OF SLAUGHTER LN TO 655' S OF RODRIGUEZ RD	0.91	50%
	O-25	L3-4D-120	S PLEASANT VALLEY RD	PEREZ ELEMENTARY SCHOOL DWY TO NUCKOLS CROSSING RD	0.80	100%
	O-26	L2-2U-78	NUCKOLS CROSSING RD	GRELLE LN TO 850' E OF GRELLE LN	0.16	50%
	O-27	L3-4D-120	NUCKOLS CROSSING RD	850' E OF GRELLE LN TO 2560' W OF VERTEX BLVD	0.24	100%
	O-28	L3-4D-120	S PLEASANT VALLEY RD	NUCKOLS CROSSING RD TO E SLAUGHTER LN	0.40	50%
	O-29	L2-2U-OP-78	BRANDT RD	INTERSTATE 35 NB SVRD TO 975' W OF BRENTS ELM DR	0.48	100%
	O-30	L2-2U-78	BRANDT RD	975' W OF BRENTS ELM DR TO 660' E OF SLAUGHTER LN	0.55	50%
	O-31	L3-4D-120	OLD LOCKHART RD	E SLAUGHTER LN TO 1615' S OF E SLAUGHTER LN	0.31	50%
	O-32	L2-2U-78	BRADSHAW RD	590' W OF OLD LOCKHART HWY TO 430' W OF MATTHEW ST	0.14	50%
	O-33	L2-2U-78	BRADSHAW RD	430' W OF MATTHEW ST TO KLEBERG TRL	0.07	50%
	O-34	L3-4D-90	BRADSHAW RD	KLEBERG TRL TO 1000' S OF RIVER PLANTATION DR	1.06	100%
	O-35	L3-4D-120	S PLEASANT VALLEY RD	BRADSHAW RD TO TURNERSVILLE RD	0.05	100%
	O-36	L2-2U-78	NUCKOLS CROSSING RD	560' N OF TEE DR TO 2560' W OF VERTEX BLVD	0.70	100%
	O-37	L2-2U-78	THAXTON RD	560' N OF TEE DR TO SALT SPRINGS RD	0.32	100%
	O-38	L2-2U-78	SALT SPRINGS DR	THAXTON RD TO RINGSBY RD	0.15	100%
	O-39	L2-2U-64	ALUM ROCK DR	COLTON BLUFF SPRINGS RD TO 672' S OF COLTON BLUFF SPRINGS RD	0.13	100%
	O-40	L2-2U-78	COLTON BLUFF SPRINGS RD	SPRINGTIME TRL TO MCKINNEY FALLS PKWY	0.68	100%
	O-41	L2-2U-64	ALUM ROCK DR	THAXTON DR TO CITY LIMITS	0.21	50%
	O-42	L4-6D-154	E SLAUGHTER LN	OLD LOCKHART HWY TO 4985' E OF OLD LOCKHART HWY	0.66	100%
	O-43	L4-6D-154	E SLAUGHTER LN	4985' E OF OLD LOCKHART HWY TO CITY LIMITS	0.28	100%
	O-44	L4-6D-154	E SLAUGHTER LN	WINTER HAVEN DR TO 430' E OF DERBY DOWNS DR	0.27	50%
	O-45	L3-4D-120	BLUFF SPRINGS RD	WILLIAM CANNON DR TO CITY LIMITS	1.27	100%
	O-46	L3-4D-120	OLD LOCKHART RD	270' W OF CHERYL LYNN RD TO 1615' S OF E SLAUGHTER LN	0.14	50%
	O-47	L3-4D-120	OLD LOCKHART RD	425' W OF GERTRUDIS LOOP TO 3000' E OF RUBY HILLS RD	0.55	100%
	O-48	L3-4D-120	OLD LOCKHART RD	2000' E OF RUBY HILLS RD TO 3285' E OF RUBY HILLS RD	0.24	50%
	O-49	L3-4D-120	E MAIN ST	CITY LIMITS TO 3000' W OF S TURNERSVILLE RD	0.84	50%
	O-50	L3-4D-120	E MAIN ST	3000' W OF S TURNERSVILLE RD TO S TURNERSVILLE RD	0.61	100%
	O-51	L3-4D-120	S TURNERSVILLE RD	TURNERSVILLE RD TO CITY LIMITS	0.82	50%
	O-52	L3-4D-120	S PLEASANT VALLEY RD	BEN WHITE BLVD EB SVRD TO 970' S OF ST ELMO RD	0.82	100%
	O-53	L1-2U-60	MAUFRAIS LN	NUCKOLS CROSSING RD TO COPPERBEND BLVD EXT	0.26	100%
	O-54	L1-2U-OP-60	BUTTON BEND RD	BUTTON BEND RD TO MAUFRAIS RD	0.01	100%
	O-55	L1-2U-OP-60	COPPERBEND BLVD	COPPERBEND BLVD TO MAUFRAIS RD	0.05	100%
	O-56	L2-2U-78	S IH 35 SVRD NB-FREIDRICH LN CONNECTOR	INTERSTATE 35 NB SVRD TO FREIDRICH LN	0.28	100%
	O-57	L2-2U-68	NUCKOLS CROSSING RD	FARELL PATH TO S PLEASANT VALLEY RD	0.54	100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.O. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area O

Proj. #	Type	Intersection	% In Service Area
LI-34, OI-1	Extend Turn Lane	E BEN WHITE BLVD AND MONTOPOLIS DR	50%
OI-2	Signalize	RIVERSIDE DR AND METRO CENTER DR	100%
OI-3	Signalize	MONTOPOLIS DR AND TRADE CENTER DR	100%
OI-4	Signalize	BURLESON RD AND BRECKENRIDGE DR	100%
OI-5	Intersection Improvement	BURLESON RD AND MC KINNEY FALLS PKWY	50%
OI-6, PI-1	Intersection Improvement	S US 183 HWY AND BURLESON RD	50%
OI-7	Signalize	E STASSNEY LN AND BURLESON RD TO MCKINNEY FALLS PKWY CONNECTION	100%
OI-8	Signalize	ST ELMO RD AND SOUTH INDUSTRIAL DR	100%
OI-9	Signalize	FREIDRICH LN AND PONCIANA DR	100%
OI-10	Signalize	TERI RD AND NUCKOLS CROSSING RD	100%
OI-11	Intersection Improvement	S PLEASANT VALLEY RD AND E STASSNEY LN	100%
OI-12	Intersection Improvement	E STASSNEY LN AND NUCKOLS CROSSING RD	100%
NI-27, OI-13	Intersection Improvement	E WILLIAM CANNON DR AND S IH 35	50%
OI-14	Extend Turn Lane	E WILLIAM CANNON DR AND BLUFF SPRINGS RD	100%
OI-15	Intersection Improvement	S PLEASANT VALLEY RD AND E WILLIAM CANNON DR	100%
OI-16	Signalize	VOUGEOT DR AND WILLIAM CANNON DRIVE	100%
OI-17	Signalize	E WILLIAM CANNON DR AND SPRINGFIELD DR	100%
OI-18	Signalize	OLD LOCKHART HWY/BLUFF SPRINGS RD AND QUICKSILVER BLVD	50%
OI-19	Signalize	COLTON BLUFF SPRINGS RD AND SALT SPRINGS DR	100%
OI-20	Signalize	MCKINNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD	100%
OI-21	Signalize	MCKINNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD	100%
OI-22	Roundabout	COLTON BLUFF SPRINGS RD AND ALUM ROCK DR	100%
OI-23	Intersection Improvements	E WILLIAM CANNON DR AND US 183 HWY	50%
OI-24	Signalize	COLTON BLUFF SPRINGS RD AND FM 1625 RD	75%
OI-25	Signalize	MCKENZIE RD AND US 183 HWY	25%
OI-26	Signalize	NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD	75%
OI-27	Signalize	NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD	100%
OI-28	Signalize	NUCKOLS CROSSING RD AND VERTEX BLVD	75%
OI-29	Signalize	THAXTON RD AND PANADERO DR	100%
OI-30	Signalize	E SLAUGHTER LN AND OLD LOCKHART RD	50%
OI-31	Signalize	E SLAUGHTER LN AND THAXTON RD TO OLD LOCKHART RD CONNECTION	100%
OI-32	Signalize	FM 1625 RD AND E SLAUGHTER LN	75%
OI-33	Signalize	US 183 HWY AND E SLAUGHTER LN	50%
OI-34	Signalize	FM 1625 RD AND SASSMAN RD	50%
NI-50, OI-35	Signalize	INTERSTATE 35 AND ONION CREEK PKWY	50%
OI-36	Signalize	METROPOLIS DR AND BURLESON RD	100%
OI-37	Signalize	E WILLIAM CANNON DR AND RUNNING WATER DR	100%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

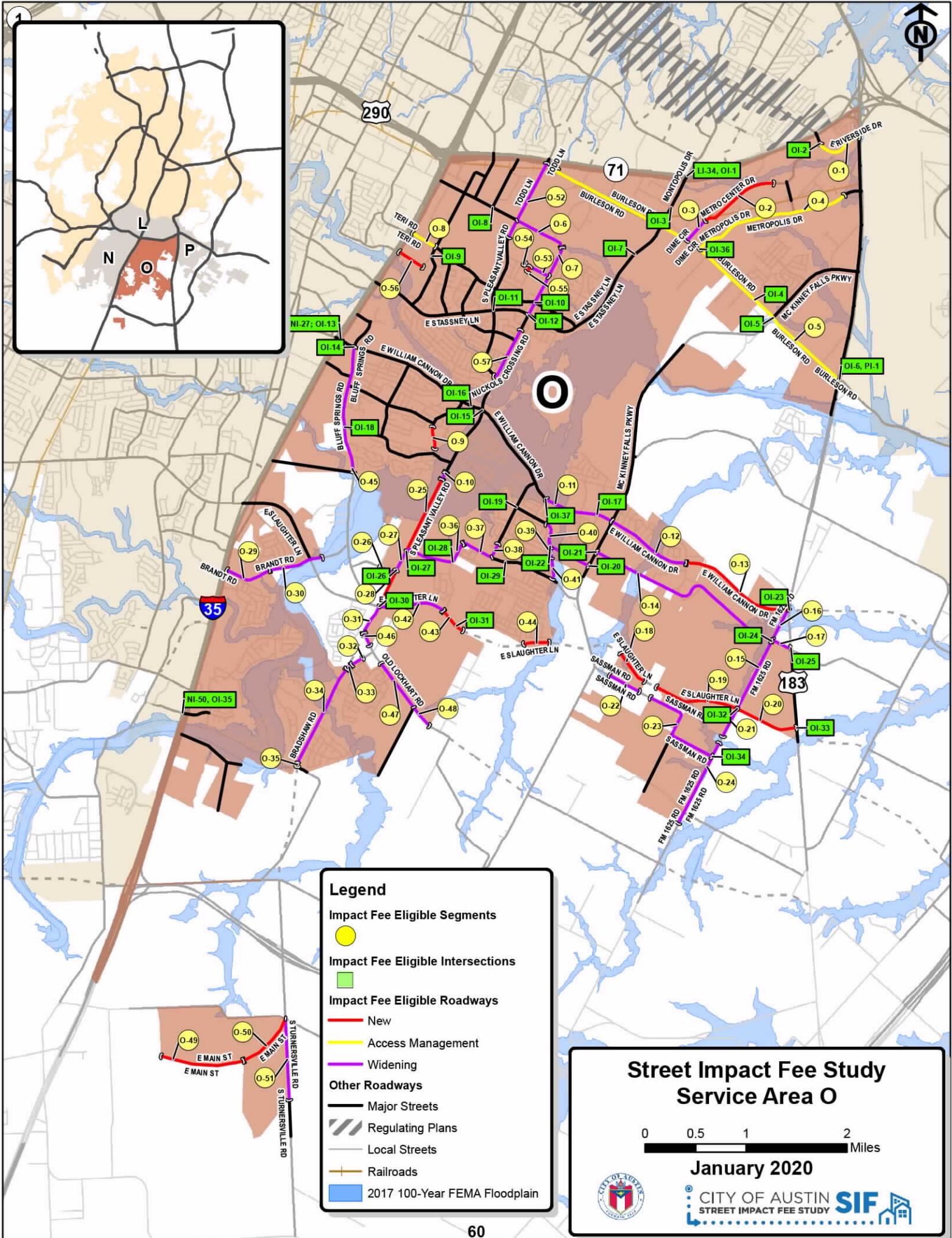
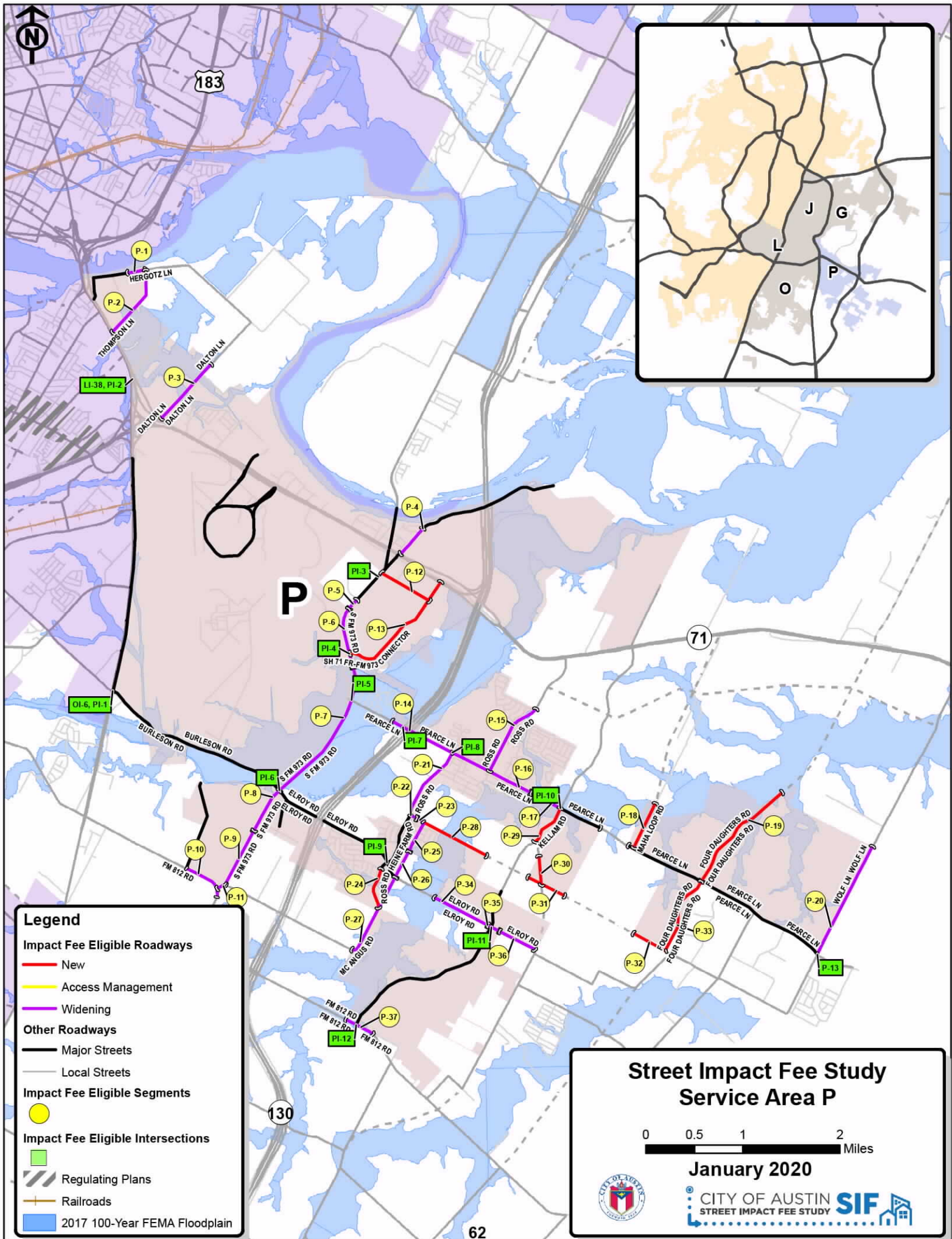


Table 3.P. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area P

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA P	P-1	L2-2U-OP-78	HERGOTZ LN	1050' W OF THOMPSON LN TO THOMPSON LN	0.20	100%
	P-2	L2-2U-OP-78	THOMPSON LN	BASTROP HWY TO HERGOTZ LN	0.78	100%
	P-3	L2-2U-OP-78	DALTON LN	BASTROP HWY SVRD TO CITY LIMITS	0.77	100%
	P-4	L2-2U-78	FALLWELL LN	SH 71 TO GUERRERO DR	0.35	100%
	P-5	L4-4D-120-TxDOT	S FM 973 RD	BILL PRICE RD TO 680' S OF BILL PRICE RD	0.13	50%
	P-6	L4-4D-120-TxDOT	S FM 973 RD	680' S OF BILL PRICE RD TO 489' S OF FINCHER RD	0.63	100%
	P-7	L4-4D-120-TxDOT	S FM 973 RD	489' S OF FINCHER RD TO BURLESON RD	1.56	50%
	P-8	L4-4D-120-TxDOT	S FM 973 RD	BURLESON RD TO 614' S OF LINDA VISTA DR	0.50	100%
	P-9	L4-4D-120-TxDOT	S FM 973 RD	614' S OF LINDA VISTA DR TO FM 812 RD	0.72	50%
	P-10	L4-4D-120-TxDOT	FM 812 RD	CITY LIMITS TO 400' S OF S FM 973 RD	0.48	50%
	P-11	L2-2U-78	MC ANGUS RD	FM 973 RD TO 89' W OF FM 973 RD	0.02	100%
	P-12	L3-4D-120	FM 973-SH 71 FR-FM 973 CONNECTOR CONNECTOR	FM 973 TO SH 71 SVRD TO FM 973	0.57	100%
	P-13	L3-4D-120	SH 71 FR-FM 973 CONNECTOR	SH 71 SVRD TO FM 973	1.33	100%
	P-14	L3-4D-116	PEARCE LN	PIMILCO DR TO ROSS RD (WEST)	0.70	50%
	P-15	L3-4D-120	ROSS RD	PEARCE LN TO CITY LIMITS	0.83	100%
	P-16	L3-4D-116	PEARCE LN	ROSS RD (WEST) TO 822' E OF WELSH WAY	0.91	100%
	P-17	L3-4D-120	PEARCE LN	2463' E OF KELLAM RD TO 1809' W OF KELLAM RD	0.34	50%
	P-18	L3-3U-92	SH 71-PEARCE LN CONNECTOR	PEARCE LN TO 2748' N OF PEARCE LN	0.52	100%
	P-19	L4-4D-120	FOUR DAUGHTERS RD	PEARCE LN TO 9014' S OF SH 71	1.27	100%
	P-20	L3-4D-120	WOLF LN	PEARCE LN TO 1215' S OF MEURER LN	1.25	50%
	P-21	L3-4D-120	ROSS RD	PEARCE LN TO HEINE FARM RD	0.79	50%
	P-22	L2-2U-78	HEINE FARM RD	ROSS RD TO 409' E OF ROSS RD	0.08	100%
	P-23	L2-2U-78	HEINE FARM RD	322' N OF FERRYSTONE GLEN TO 409' E OF ROSS RD	0.08	50%
	P-24	L3-4D-120	ROSS RD	APPERSON ST TO MCANGUS RD	0.44	50%
	P-25	L2-2U-78	HEINE FARM RD	453' S OF STONEY MEADOW DR TO 322' N OF FERRYSTONE GLEN	0.34	50%
	P-26	L2-2U-78	HEINE FARM RD	MCANGUS RD TO 1585' N OF MCANGUS RD	0.30	50%
	P-27	L2-2U-78	MC ANGUS RD	ELROY RD TO 2880' S OF ROSS RD	0.90	50%
	P-28	L2-2U-78	FOUR DAUGHTERS RD-HEINE FARM RD CONNECTOR	HEINE FARM RD TO 3928' E OF HEINE FARM RD	0.74	50%
	P-29	L3-4D-120	MAHA LOOP RD	PEARCE LN TO 2400' S OF PEARCE LN	0.45	100%
	P-30	L3-4D-120	MAHA LOOP RD	CITY LIMITS TO FOUR DAUGHTERS RD TO HEINE FARM RD CONNECTOR	0.30	100%
	P-31	L2-2U-78	FOUR DAUGHTERS RD-HEINE FARM RD CONNECTOR	1970' W OF MAHA LOOP RD TO 335' E OF MAHA LOOP RD	0.44	50%
	P-32	L2-2U-78	FOUR DAUGHTERS RD-HEINE FARM RD CONNECTOR	FOUR DAUGHTERS RD TO 2052' W OF FOUR DAUGHTERS RD	0.39	50%
	P-33	L4-4D-120	FOUR DAUGHTERS RD	PEARCE LN TO 426' N OF FAGERQUIST RD	0.85	50%
	P-34	L3-4D-120	ELROY RD	346' W OF KELLAM RD TO 3658' W OF KELLAM RD	0.63	50%
	P-35	L3-4D-120	ELROY RD	346' W OF KELLAM RD TO 499' E OF KELLAM RD	0.14	100%
	P-36	L3-4D-120	ELROY RD	499' E OF KELLAM RD TO FAGERQUIST RD	0.42	50%
	P-37	L4-4D-120-TxDOT	FM 812 RD	670' W OF COTA BLVD TO 1057' E OF COTA BLVD	0.33	50%
	Proj. #	Intersection Improvements	Type	Intersection		% In Service Area
	OI-6, PI-1		Intersection Improvement	S US 183 HWY AND BURLESON RD		25%
	LI-38, PI-2		Signalize	BASTROP HWY AND OLD BASTROP HWY SVRD CONNECTION		50%
	PI-3		Signalize	S FM 973 RD AND SH 71 TO FM 973 CONNECTION TO FM 973 CONNECTION		75%
	PI-4		Signalize	FM 973 RD AND SH 71 TO FM 973 CONNECTION		100%
	PI-5		Intersection Improvement	S FM 973 RD AND PEARCE LN		50%
	PI-6		Intersection Improvement	FM 973 RD AND BURLESON RD/ELROY RD		75%
	PI-7		Signalize	PEARCE LN AND SH 130		50%
	PI-8		Signalize	PEARCE LN AND ROSS RD		75%
	PI-9		Signalize	ELROY RD AND ROSS RD		100%
	PI-10		Intersection Improvement	PEARCE LN AND KELLAM RD		50%
	PI-11		Signalize	ELROY RD AND KELLAM RD		100%
	PI-12		Signalize	FM 812 RD AND CIRCUIT OF THE AMERICAS BLVD		50%
	PI-13		Signalize	PEARCE LN AND WOLF LN		25%

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



IV. METHODOLOGY FOR STREET IMPACT FEES

A. Service Areas

The seventeen (17) service areas used in the 2019 Street Impact Fee Study are shown in the previously referenced **Exhibit 3**. These service areas cover the entire corporate area of the City of Austin (both limited and full purpose jurisdictions). Chapter 395 of the Texas Local Government Code specifies that “the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” The service areas in the 2019 Street Impact Fee Study are consistent with the specification of Chapter 395 of the Texas Local Government Code.

B. Service Units

The “service unit” is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2019 Street Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. Below is the definition for vehicle-mile.

Vehicle-Mile: The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the Street Network Plan (see **Appendix B**).

Total Vehicle-Miles of Demand: Based on the 10-year growth projections (Pg. 103). The demand is equal to PM Trip Rate (trips) * Trip Length (miles).

The capacity values used in the 2019 Street Impact Fee Study are based upon Capacity Criteria published by the Capital Area Metropolitan Planning Organization (CAMPO) and modified to accommodate different contexts within the City of Austin corporate limits. **Table 4A** and **4B** show the service volumes as a function of the facility classification and type.

Corridors with High Capacity Transit (as shown on the Project Connect System Vision Plan and **Exhibit 5**) include a 10% increase in capacity for anticipated transit priority treatments for outside lanes on several corridors in the City. This 10% increase is based on the hourly capacity of curb bus lanes in Exhibit 6-34 of the *Capacity and Quality of Service Manual, 3rd Edition* published by the Transportation Research Board (TRB).

Table 4A. Service Volumes for Proposed Facilities
(used in Appendix B – Street Impact Fee RCP Service Units of Supply)

Facility Classification	Lanes	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility	High Capacity Transit Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
Level 4	6	Divided	900	990
Level 3	4	Divided	810	890
Level 3	3	Undivided	510	N/A
Level 2	2*	Undivided	410	N/A
Level 1	2	Undivided	330	N/A

* Indicates that left turn lanes should be provided at intersections with other Level 2, 3 and 4 facilities.

Table 4B. Service Volumes for Existing Facilities

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility		
		Inside Loop	Outside Loop	No Curbs (Shoulders)
2U-G	Rural Cross-Section (i.e., gravel, dirt, etc.)	90	100	80
2U-H	Two lane undivided – rural setting, high speed	690	770	620
2U-N	Two lane undivided – substandard non-rural	300	330	260
3U-N	Three lane undivided – substandard non-rural	300	330	260
2U	Two lane undivided – built-out	370	410	330
2D	Two lane divided	480	535	430
2U-OP	Two lane undivided with on-street parking	300	330	260
2U-S	Two lane undivided with shoulders	560	620	500
3U	Three lane undivided (two-way, left-turn lane)	460	510	410
3U-H	Three lane undivided – rural setting, high speed	730	810	650
3U-OP	Three lane undivided with on street parking	370	410	330
3U-S	Three lane undivided with shoulders	590	650	520
4U	Four lane undivided	610	680	540
4U-OP	Four lane undivided with on street parking	500	550	440
4D	Four lane divided	730	810	650
4D-OP	Four lane divided with on street parking	590	650	520
5U	Five lane undivided	690	770	620
5U-OP	Five lane undivided with on street parking	560	620	500
5U-S	Five lane undivided with shoulders	590	650	520
6U	Six lane undivided	690	770	620
6D	Six lane divided	810	900	720
6D-OP	Six lane divided with on street parking	650	720	580
7U	Seven lane undivided	770	860	690
8D	Eight lane divided	810	900	720
1O	One lane one-way street	730	810	650
2O	Two lane one-way street	730	810	650
3O	Three lane one-way street	730	810	650
4O	Four lane one-way street	730	810	650
5O	Five lane one-way street	730	810	650

C. Cost Per Service Unit

A fundamental step in the impact fee process is to establish the cost for each service unit. In the case of the Street Impact Fee, this is the cost for each vehicle-mile of travel. Thus, it is the cost to construct a roadway (lane-mile) needed to accommodate a vehicle-mile of travel. The cost per service unit is calculated for each service area based on the roadway projects within that service area.

The second component of the cost per service unit is the determination of the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period.

D. Cost of the RCP

All of the project costs for an arterial or collector facility which serves the overall transportation system are eligible to be included in the Street Impact Fee Roadway Capacity Plan. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "...including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the Street Impact Fee RCP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The cost for location specific items such as bridges, highway ramps, drainage structures, and any other



special components are added to each project, as appropriate. The following is a detailed description of the costing worksheet/methodology for the Street Impact Fee RCP.

2. Project Information

In order to correctly estimate the cost of a roadway project, several attributes are first identified:

- Project Number – Identifies which Service Area the project is in with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects. For example, Project A-9 is in Service Area A and is the 9th project on the list.
- Name – A unique identifier for each project. In some cases, abbreviations are used for the project name.
- Limits – Represents the beginning and ending location for each project.
- Service Area(s) – Represents the service areas where the project is located. Multiple service areas will be listed if the project lies along a service area boundary.
- Exist. Pavement Status – The existing cross section; descriptions of each are in Table 3B.
- Prop. Classification – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the Street Network Plan classification of the roadway. The explanation of the Street Network Plan classification codes, representing the road cross section. Modification to street element widths are utilized in cases where a portion of the facility currently exists and the road is only to be widened, or where the road is planned to be widened to an interim configuration. Examples of these are access management projects, median widening projects (widening that occurs in an existing median), and are designated in the summary sheets at the beginning of each service area's Conceptual Level Cost Projections in **Appendix A**. Other specialized cases are noted in the short description box located in this section
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Roadway Characteristics – each costing sheet has the ability to customize the width of the various street elements (motor vehicle zone, # roadbeds, pedestrian zone, bicycle facility, buffer zone, width of median, sidewalk width, number of bicycle lanes and sidewalks)
- Description – A long form of the shorthand proposed classification, e.g. "3, Suburban"

3. Construction Pay Items

A typical roadway project consists of a number of costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, and construction and inspection. While the construction cost component of a project may actually consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items used in the 2019 Street Impact Fee RCP are as follows:

- Unclassified street excavation;
- Earthwork / Top Soil
- Subgrade stabilization;
- Concrete curb and gutter;
- Concrete bicycle facility;
- Concrete sidewalks;
- Concrete pavement;
- HMAC Surface courses (asphalt, in depth); and
- Flexible roadway base.

4. Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include mobilization, preparation of right-of-way, water and sewer adjustments, roadway drainage, ADA ramps and modifications, pavement markings and signage, traffic control, illumination, establish turf/erosion control, and basic landscaping. These allowance percentages are also based on historical data.

In addition, lump sum dollar allowances are provided for special drainage structures (bridges and culverts), railroad crossings, and turn lanes on collector facilities. The paving and allowance subtotal is given a fifteen percent (15%) contingency.

5. Summary of Cost and Allowances

To determine the total Impact Fee Project Cost, eighteen percent (18%) of the construction cost total is added for engineering, surveying, and geotechnical and an addition six (6%) for construction inspection and testing.

The Impact Fee Project Cost Total is then the Construction Cost Total plus engineering, surveying, and geotechnical; plus construction inspection and testing; and plus contingency, assumed to be fifteen percent (15%) of the Construction Cost Total. In some cases, a study cost from a previous bond was included at the end in addition to all other costs as a recoverable cost for debt service payment.

E. Summary of Street Impact Fee RCP Costs

Tables 5.A – 5.P are the 10-Year Street Impact Fee RCP project lists for each service area with planning level project costs. Individual project cost worksheets can be seen in **Appendix A**, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are recoverable through impact fees. Actual project costs are likely to change with time and are dependent on market and economic conditions that cannot be predicted.

The Street Impact Fee RCP establishes the list of projects for which Impact Fees may be utilized. Projects not included in the Street Impact Fee RCP are not eligible to receive impact fee funding. The cost projections utilized in this study should not be utilized for the City's construction CIP.

**Table 5.A – 10-Year Street Impact Fee RCP
with Conceptual Level Cost Projections – Service Area A**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
S A A	A-1	L4-6D-154-TxDOT	W PARMER LN	SH 45 WB SVRD TO CITY LIMITS N	2.00	100%	\$ 18,740,000	\$ 18,740,000	
	A-2	L2-2U-78	NORTH LAKE CREEK PKWY	AVERY RANCH BLVD TO N OF LAKELINE BLVD	0.57	100%	\$ 3,224,000	\$ 3,224,000	
	A-3	L2-2U-78	DUNHAM FOREST RD-LAKELINE BLVD CONNECTOR	DUNHAM FOREST RD TO LAKELINE BLVD	0.60	100%	\$ 3,567,000	\$ 3,567,000	
	A-4	L2-2U-78	S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR	S CANOA HILLS TRL TO LAKELINE BLVD	0.59	100%	\$ 3,478,000	\$ 3,478,000	
	A-5	L2-2U-78	CASSANDRA DR EXTENSION	LAKELINE BLVD TO PARMER LN	1.16	100%	\$ 6,833,000	\$ 6,833,000	
	A-6	L3-4D-120	LAKELINE BLVD	485' W OF LYNDBURST ST TO 1337' W OF PARMER LN	1.01	100%	\$ 11,500,000	\$ 11,500,000	
	A-7	L3-4D-104	NEENAH AVE	OLIVE HILL DR TO 1450' E OF SOLERA DR	0.57	100%	\$ 742,000	\$ 742,000	
	A-8	L3-3U-92	SPECTRUM DR	LAKELINE BLVD TO SPECTRUM DR	0.39	100%	\$ 3,080,000	\$ 3,080,000	
	A-9	L3-4D-120	NEENAH AVE TO N FM 620 RD SB CONNECTOR	NEENAH AVE TO 580' S OF NEENAH AVE	0.11	100%	\$ 1,216,000	\$ 1,216,000	
	A-10	L3-4D-120	NEENAH AVE TO N FM 620 RD SB CONNECTOR	335' N OF N FM 620 RD TO N FM 620 RD	0.06	100%	\$ 702,000	\$ 702,000	
	A-11	L2-2U-78	RUTLEDGE SPUR	LAKELINE MALL DR TO SPECTRUM EXTENSION	0.17	100%	\$ 1,442,000	\$ 1,442,000	
	A-12	L2-2U-53	RUTLEDGE SPUR	LAKELINE MALL RD TO SH 45 WB SVRD	0.27	100%	\$ 1,785,000	\$ 1,785,000	
	A-13	L2-2U-78	SPECTRUM DR TO N FM 620 RD SB CONNECTOR	SPECTRUM DR TO 375' S OF SPECTRUM DR	0.07	100%	\$ 493,000	\$ 493,000	
	A-14	L2-2U-78	SPECTRUM DR TO N FM 620 RD SB CONNECTOR	370' N OF N FM 620 RD TO N FM 620 RD	0.07	100%	\$ 491,000	\$ 491,000	
	A-15, E-1	L4-6D-154-TxDOT	N RM 620 RD	DEERBROOK TRL TO 600' E OF RIDGELINE BLVD	0.32	50%	\$ 1,022,000	\$ 511,000	
	Proj. #		Type	Intersection		% In Service Area	Total Project Cost	Cost in Service Area	
	AI-1	Intersection Improvements	Signalize	AVERY RANCH BLVD AND QUARRY OAKS TRL		100%	\$ 359,000	\$ 359,000	
	AI-2		Signalize	AVERY RANCH BLVD AND CANOA HILLS TRL		100%	\$ 359,000	\$ 359,000	
	AI-3		Intersection Improvements	W PARMER LN AND AVERY RANCH BLVD		100%	\$ 1,161,000	\$ 1,161,000	
	AI-4		Signalize	AVERY RANCH BLVD AND AVERY CLUB RD		100%	\$ 359,000	\$ 359,000	
	AI-5		Signalize	AVERY RANCH BLVD AND LOXLEY LN		100%	\$ 359,000	\$ 359,000	
	AI-6		Signalize	AVERY RANCH BLVD AND DOUBLE EAGLE PASS		100%	\$ 359,000	\$ 359,000	
	AI-7		Signalize	AVERY RANCH RD AND PEARSON RANCH RD		100%	\$ 300,000	\$ 300,000	
	AI-8		Intersection Improvements	S LAKELINE BLVD AND RIDGELINE BLVD		100%	\$ 25,000	\$ 25,000	
	AI-9		Intersection Improvements	S LAKELINE BLVD AND PECAN PARK BLVD		100%	\$ 25,000	\$ 25,000	
	AI-10		Intersection Improvements	W PARMER LN AND LAKELINE BLVD		100%	\$ 1,260,000	\$ 1,260,000	
	AI-11		Intersection Improvements	W PARMER LN AND SPECTRUM DR		100%	\$ 401,000	\$ 401,000	
	AI-12, EI-2		Intersection Improvements	N FM 620 RD AND DEERBROOK TRL		25%	\$ 253,000	\$ 63,250	
	AI-13, EI-1		Signalize	N FM 620 RD AND RIDGELINE BLVD		50%	\$ 300,000	\$ 150,000	
	AI-14, BI-1		Intersection Improvements	N FM 620 RD AND W PARMER LN		50%	\$ 201,000	\$ 100,500	
	AI-15, BI-2		Intersection Improvements	N FM 620 RD AND SH 45		50%	\$ 401,000	\$ 200,500	
	AI-16, BI-3		Intersection Improvements	S O'CONNOR DR AND SH 45		50%	\$ 602,000	\$ 301,000	
	Service Area Roadway Project Cost Subtotal							\$ 57,804,000	
	Service Area Intersection Project Cost Subtotal							\$ 5,782,250	
	2019 Street Impact Fee Study Cost Per Service Area							\$ 83,109	

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- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.B – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area B**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA B	B-1	L3-4D-120	ANDERSON MILL RD	TURTLE ROCK RD / BROADMEADE AVE US 183 TO TURTLE ROCK RD / BROADMEADE AVE	0.87	100%	\$ 1,207,000	\$ 1,207,000
	B-2	L3-4D-120	ANDERSON MILL RD	150' EAST OF W PARKER LN TO 1405' EAST OF W PARKER LN	0.24	100%	\$ 2,627,000	\$ 2,627,000
	B-3	L3-4D-120	ANDERSON MILL RD	1405' EAST OF W PARKER LN (FM 734) TO MCNEIL RD	2.48	100%	\$ 28,639,000	\$ 28,639,000
	B-4	L3-4D-120	ROBINSON RANCH RD	PEARSON RANCH RD TO CITY LIMITS	2.26	100%	\$ 26,637,000	\$ 26,637,000
	B-5	L3-4D-120	SH 45 - MCNEIL RD CONNECTOR	SH 45 TO MCNEIL RD	2.17	100%	\$ 29,617,000	\$ 29,617,000
	B-6	L3-4D-120	SH 45 - MERRILLTOWN DR CONNECTOR	SH 45 TO MERRILLTOWN DR	2.56	100%	\$ 33,371,000	\$ 33,371,000
	B-7	L3-4D-120	GRAND AVENUE PKWY	MCNEIL RD TO MOPAC (SL 1)	0.58	100%	\$ 7,144,000	\$ 7,144,000
	B-8	L3-4D-120	GRAND AVENUE PKWY	LOOP 1 TO 480' W OF BURNET RD	0.38	100%	\$ 4,221,000	\$ 4,221,000
	B-9	L3-4D-120	DALLAS DR CONNECTOR	W PARKER LN (FM 734) TO SH 45 TO MCNEIL RD CONNECTOR	1.49	100%	\$ 13,820,000	\$ 13,820,000
	B-10	L2-2U-78	CORPUS CHRISTI DR	W PARKER LN (FM 734) TO CITY LIMITS	0.31	100%	\$ 1,910,000	\$ 1,910,000
	B-11	L3-4D-120	SHORELINE DR	SHORELINE DR TO W HOWARD LN	1.34	100%	\$ 15,113,000	\$ 15,113,000
	B-12	L2-2U-78	N MOPAC EXPY SVRD NB-FM 1325 RD CONNECTOR	FM 1325 TO LOOP 1 FRONTAGE RD	0.14	100%	\$ 965,000	\$ 965,000
	B-13	L4-4D-104	MC NEIL DR	US 183 TO AVERY ISLAND AVE	1.06	100%	\$ 1,267,000	\$ 1,267,000
	B-14	L2-2U-78	MELROSE TRL	ROBINSON RANCH RD TO PARKER LN	0.38	100%	\$ 2,711,000	\$ 2,711,000
	B-15	L3-4D-120	ROBINSON RANCH RD	CITY LIMITS TO MCNEIL DR	1.94	100%	\$ 23,089,000	\$ 23,089,000
	B-16	L2-2U-78	MC NEIL DR	W HOWARD LN TO MCNEIL DR	1.15	100%	\$ 9,323,000	\$ 9,323,000
	B-17	L4-6D-130	W HOWARD LN	MCNEIL MERRILLTOWN RD TO 1270' W OF MCNEIL MERRILLTOWN RD	0.24	100%	\$ 4,007,000	\$ 4,007,000
	B-18	L2-2U-OP-78	MC NEIL MERRILLTOWN RD	MCNEIL MERRILLTOWN RD TO SH 45 TO MERRILLTOWN RD CONNECTION	0.17	100%	\$ 892,000	\$ 892,000
	B-19	L2-2U-OP-78	MC NEIL MERRILLTOWN RD / MC NEIL DR	MCNEIL MERRILLTOWN RD TO MOPAC SVRD SB	1.12	100%	\$ 6,412,000	\$ 6,412,000
	B-20	L3-4D-120	MC NEIL DR	ROBINSON RANCH RD TO MCNEIL RD EXTENSION	0.35	100%	\$ 7,995,000	\$ 7,995,000
	B-21	L3-4D-120	MC NEIL DR	MCNEIL DR TO MOPAC	0.20	100%	\$ 6,919,000	\$ 6,919,000
	B-22	L2-2U-OP-70	EUROPA LN	W PARKER LN (FM 734) TO DESTITY GATE DR	0.14	100%	\$ 937,000	\$ 937,000
	B-23	L2-2U-78	DESTINY GATE DR	EUROPA LN TO COUNCIL BLUFF DR	0.33	100%	\$ 2,085,000	\$ 2,085,000
	B-24	L3-4D-120	ADELPHI LN	W PARKER LN (FM 734) TO W HOWARD LN	1.33	100%	\$ 15,972,000	\$ 15,972,000
	B-25	L2-2U-78	ADELPHI LN	AMHERST DR TO WATERS PARK RD	0.51	100%	\$ 3,580,000	\$ 3,580,000
	B-26	L2-2U-78	WATERS PARK RD	ADELPHI LN TO MOPAC SB FRONTAGE RD	0.48	100%	\$ 884,000	\$ 884,000
	B-27	L2-2U-OP-92	MOPAC EXPY SVRD-W BALCONES CENTER DR CONNECTOR	MOPAC EXPY SVRD TO BALCONES CENTER DR	0.56	100%	\$ 3,443,000	\$ 3,443,000
	B-28	L3-4U-OP-116	GREAT HILLS TRL-W BALCONES CENTER DR CONNECTOR	GREAT HILLS TRL TO W BALCONES CENTER DR	0.21	100%	\$ 2,565,000	\$ 2,565,000
	B-29	L3-4U-OP-116	W BALCONES CENTER DR	W BRAKER LN TO MOPAC SVRD	0.33	100%	\$ 3,879,000	\$ 3,879,000
	B-30, C-34	L3-4U-OP-116	YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC	YORK BLVD TO LONGHORN BLVD	0.29	50%	\$ 15,429,000	\$ 7,714,500
	B-31	L2-2U-78	POND WOODS RD TO POND SPRINGS RD CONNECTOR	POND SPRINGS TO 300' E OF POND SPRINGS	0.14	50%	\$ 974,000	\$ 487,000
	B-32	L2-2U-78	POND WOODS RD TO POND SPRINGS RD CONNECTOR	300' E OF POND SPRINGS TO POND WOODS	0.10	100%	\$ 764,000	\$ 764,000
	B-33	L4-6D-130	MC NEIL DR	PARKER LN TO CITY LIMITS	0.51	100%	\$ 7,030,000	\$ 7,030,000
	B-34	L4-6D-130	MC NEIL DR / HOWARD LN	735' W OF MCNEIL RD TO 4400' W OF SHORELINE DR EXT	0.80	100%	\$ 10,930,000	\$ 10,930,000
	B-35	L4-6D-130	W HOWARD LN	MCNEIL MERRILLTOWN RD TO MOPAC	0.58	100%	\$ 7,915,000	\$ 7,915,000
	B-36	L4-6D-130	MC NEIL RD	SH 45 TO W HOWARD LN	2.28	100%	\$ 31,107,000	\$ 31,107,000
	B-37	L3-4D-116	CR 172	SH 45 TO FM 1325	0.41	50%	\$ 4,227,000	\$ 2,113,500
	B-38	L3-4D-116-TxDOT	FM 1325 RD	CR 172 TO 1300' S OF CR 172	0.27	50%	\$ 7,400	\$ 3,700
	B-39	L3-4D-120-TxDOT	BURNET RD	800' N OF SHORELINE DR TO 800' N OF MERRILLTOWN DR	0.74	50%	\$ 189,000	\$ 94,500
	B-40	L3-4D-120	SHORELINE DR	MOPAC TO FM 1325	0.23	100%	\$ 318,000	\$ 318,000
	B-41	L3-4D-116	MC NEIL MERRILLTOWN RD	465' W OF MOPAC TO MOPAC	0.08	50%	\$ 859,000	\$ 429,500
	B-42	L3-4D-94	TECHNOLOGY BLVD	US 183 TO MCNEIL DR	0.56	100%	\$ 696,000	\$ 696,000
	B-43	L3-4D-116	POND SPRINGS RD-OAK KNOLL CONNECTOR	MCNEIL DR TO OAK KNOLL DR	0.62	100%	\$ 6,512,000	\$ 6,512,000
	B-44	L4-4D-0	HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR	HUNTERS CHASE DR TO OCEANAIRE BLVD	0.05	50%	\$ 5,336,000	\$ 2,668,000
SA B	Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area		
	AI-14, BI-1	Intersection Improvements	N FM 620 RD AND W PARKER LN	50%	\$ 201,000	\$ 100,500		
	AI-15, BI-2	Intersection Improvements	N FM 620 RD AND SH 45	50%	\$ 201,000	\$ 100,500		
	AI-16, BI-3	Intersection Improvements	S O'CONNOR DR AND SH 45	25%	\$ 699,000	\$ 152,250		
	BI-4, EI-11	Extend Turn Lane	ANDERSON MILL RD AND N US 183 HWY	50%	\$ 802,000	\$ 401,000		
	BI-5	Intersection Improvements	ANDERSON MILL RD AND BROADMEADE AVE	100%	\$ 71,000	\$ 71,000		
	BI-6	Intersection Improvements	ANDERSON MILL RD AND MORRIS RD	100%	\$ 71,000	\$ 71,000		
	BI-7	Intersection Improvements	ANDERSON MILL RD AND W PARKER LN	50%	\$ 743,000	\$ 371,500		
	BI-8	Signalize	ANDERSON MILL RD AND ROBINSON RANCH RD	100%	\$ 359,000	\$ 359,000		
	BI-9	Signalize	N 620 RD AND ANDERSON MILL RD	100%	\$ 359,000	\$ 359,000		
	BI-10	Signalize	ANDERSON MILL RD AND SH 45 TO MC NEIL MERRILLTOWN CONNECTION	100%	\$ 359,000	\$ 359,000		
	BI-11	Signalize	MC NEIL RD AND ANDERSON MILL RD	100%	\$ 359,000	\$ 359,000		
	BI-12	Signalize	GRAND AVENUE PKWY AND MOPAC	100%	\$ 477,000	\$ 477,000		
	BI-13	Intersection Improvements	W PARKER LN AND TAMAYO DR	50%	\$ 359,000	\$ 179,500		
	BI-14	Signalize	MC NEIL DR AND SH 45 TO MC NEIL MERRILLTOWN CONNECTION	100%	\$ 359,000	\$ 359,000		
	BI-15	Signalize	SHORELINE DR AND MOPAC	100%	\$ 477,000	\$ 477,000		
	BI-16	Signalize	W PARKER LN AND DALLAS DR	50%	\$ 182,000	\$ 91,000		
	BI-17	Signalize	SH 45 TO MCNEIL DR CONNECTOR AND MC NEIL DR	100%	\$ 300,000	\$ 300,000		
	BI-18	Signalize	SHORELINE DR AND SH 45 TO MC NEIL MERRILLTOWN CONNECTION	100%	\$ 359,000	\$ 359,000		
	BI-19	Signalize	MC NEIL DR AND AVERY ISLAND AVE	100%	\$ 359,000	\$ 359,000		
	BI-20	Intersection Improvements	MC NEIL DR AND W PARKER LN	75%	\$ 1,067,000	\$ 800,250		
	BI-21	Intersection Improvements	MC NEIL RD AND W HOWARD LN	100%	\$ 142,000	\$ 142,000		
	BI-22	Signalize	SHORELINE DR AND W HOWARD LN	100%	\$ 359,000	\$ 359,000		
	BI-23	Signalize	W HOWARD LN AND MC NEIL MERRILLTOWN RD	50%	\$ 359,000	\$ 179,500		
	BI-24	Signalize	RIATA TRACE PKWY AND RIATA VISTA CIR	100%	\$ 300,000	\$ 300,000		
	BI-25	Signalize	W PARKER LN AND ADELPHI LN	100%	\$ 359,000	\$ 359,000		
	BI-26, CI-4	Intersection Improvements	W PARKER LN AND N MOPAC EXPY	50%	\$ 10,000,000	\$ 5,000,000		
	BI-27, CI-11	Intersection Improvements	N MOPAC EXPY AND PARK BEND DR	50%	\$ 201,000	\$ 100,500		
	BI-28	Intersection Improvements	W BRAKER LN AND STONELAKE BLVD	100%	\$ 142,000	\$ 142,000		
	BI-29	Intersection Improvement	GREAT HILLS TRL AND STONELAKE BLVD	100%	\$ 10,000	\$ 10,000		
	BI-30	Modify Right Turn Lane	N CAPITAL OF TEXAS HWY AND RESEARCH BLVD	100%	\$ 201,000	\$ 201,000		
	BI-31	Signalize	DUVAL RD AND MUSTANG CHASE	100%	\$ 300,000	\$ 300,000		
	BI-32	Signalize	DUVAL RD AND SANTA CRUZ DR	100%	\$ 300,000	\$ 300,000		
					Service Area Roadway Project Cost Subtotal	\$ 340,047,000		
					Service Area Intersection Project Cost Subtotal	\$ 13,498,500		
					2019 Street Impact Fee Study Cost Per Service Area	\$ 83,109		

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- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.C – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area C**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA C	C-1	L3-3U-78	W HOWARD LN	IDA RIDGE TO AVENUE K	0.88	50%	\$ 5,268,000	\$ 2,634,000
	C-2	L3-3U-78	WINWICK WAY	SINGLETREE AVE TO HARROWDEN DR	0.12	100%	\$ 693,000	\$ 693,000
	C-3	L3-10-130	N LAMAR BLVD	HOWARD LN TO PARKER LN	1.22	100%	\$ 15,777,000	\$ 15,777,000
	C-4	L3-3U-78	CEDAR BEND DR	RUNNING BIRD LN TO TANGLEWILD DR	0.07	100%	\$ 434,000	\$ 434,000
	C-5	L3-3U-78	CEDAR BEND DR	CEDAR BEND CV TO SCOFIELD FARMS DR	0.11	100%	\$ 797,000	\$ 797,000
	C-6	L3-3U-78	CEARLEY DR	CEDAR BEND DR TO OLD CEDAR LN	0.24	100%	\$ 1,221,000	\$ 1,221,000
	C-7	L3-3U-78	OLD CEDAR LN	END TO N LAMAR BLVD	0.12	100%	\$ 855,000	\$ 855,000
	C-8	L3-4D-130-TxDOT	N LAMAR BLVD	ANDERSON LN TO PARKER LN	4.53	100%	\$ 13,552,000	\$ 13,552,000
	C-9	L3-3U-78	W YAGER LN	LAMAR BLVD TO IH 35 SVRD	0.37	100%	\$ 2,327,000	\$ 2,327,000
	C-10	L3-4D-130-TxDOT	BURNET RD	GAULT LN TO RESEARCH BLVD	2.18	100%	\$ 25,859,000	\$ 25,859,000
	C-11	L3-3U-OP-92	BURNET RD CONNECTOR	BURNET RD TO GRACY FARMS LN CONNECTOR	0.23	100%	\$ 1,444,000	\$ 1,444,000
	C-12	L3-3U-OP-92	GRACY FARMS LN-KRAMER LN CONNECTOR	GRACY FARMS LN TO KRAMER LN	0.58	100%	\$ 3,908,000	\$ 3,908,000
	C-13	L3-3U-OP-92	ESPERANZA XING-STONEHOLLOW DR CONNECTOR	ESPERANZA XING TO STONEHOLLOW DR	0.43	100%	\$ 3,237,000	\$ 3,237,000
	C-14	L3-3U-OP-92	METROPOLITAN DR	STONEHOLLOW DR TO METROPOLITAN DR	0.85	100%	\$ 5,760,000	\$ 5,760,000
	C-15	L3-3U-OP-92	BROCKTON DR-W BRAKER LN CONNECTOR	BROCKTON DR TO W BRAKER LN	0.15	100%	\$ 1,035,000	\$ 1,035,000
	C-16	L3-3U-OP-92	UNITED DR	HARRY RANSOM TR L TO EXPLORATION WAY	0.16	100%	\$ 1,348,000	\$ 1,348,000
	C-17	L3-3U-OP-92	MC KALLA PL	END TO RUTLAND DR	0.25	100%	\$ 2,011,000	\$ 2,011,000
	C-18	L3-4U-OP-116	CAPITAL OF TEXAS HWY-READ GRANBERRY TR L CONNECTOR	CAPITAL OF TEXAS HWY TO READ GRANBERRY TR L	0.17	100%	\$ 1,989,000	\$ 1,989,000
	C-19	L3-4U-OP-116	READ GRANBERRY TR	CREATIVITY TR TO HARRY RANSOM TR	0.31	100%	\$ 3,006,000	\$ 3,006,000
	C-20	L3-4U-OP-116	READ GRANBERRY TR L-BURNET RD CONNECTOR	READ GRANBERRY TR L TO BURNET RD	0.39	100%	\$ 2,800,000	\$ 2,800,000
	C-21	L3-3U-OP-92	HARRY RANSOM TR	READ GRANBERRY TR TO UNITED DR	0.11	100%	\$ 778,000	\$ 778,000
	C-22	L3-3U-OP-92	RUTLAND DR-SAUNDERS LN CONNECTOR	RUTLAND DR TO SAUNDERS LN	0.09	100%	\$ 606,000	\$ 606,000
	C-23	L3-3U-OP-92	UNITED DR	INDUSTRIAL TERRACE TO HARRY RANSOM TR L	0.40	100%	\$ 2,694,000	\$ 2,694,000
	B-30, C-24	L3-4U-OP-116	YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC	YORK BLVD TO LONGHORN BLVD	0.29	50%	\$ 15,077,000	\$ 7,538,500
	C-25	L3-4D-116	W RUNDBERG LN	BURNET RD TO RUNDBERG LN	0.20	100%	\$ 2,160,000	\$ 2,160,000
	C-26	L3-4D-116	W RUNDBERG LN	250' N OF METRIC BLVD TO END	0.28	100%	\$ 3,313,000	\$ 3,313,000
	C-27	L1-3U-OP-60	BUSINESS DR	LONGHORN BLVD TO INDUSTRIAL TERR	0.14	100%	\$ 539,000	\$ 539,000
	C-28	L3-3U-OP-92	REID DR	LONGHORN BLVD TO INDUSTRIAL TERR	0.14	100%	\$ 947,000	\$ 947,000
	C-29	L3-3U-OP-92	MC NEIL RD	MCNEIL RD TO W RUNDBERG LN	0.13	100%	\$ 1,147,000	\$ 1,147,000
	C-30	L3-3U-OP-92	INDUSTRIAL TERR	NEILS THOMPSON DR TO REID DR	0.39	100%	\$ 2,648,000	\$ 2,648,000
	C-31	L3-3U-OP-92	UNITED DR	RESEARCH BLVD TO INDUSTRIAL TERR	0.28	100%	\$ 1,911,000	\$ 1,911,000
	C-32	L3-3U-OP-92	REID DR	WATERFORD CENTRE BLVD TO END	0.09	100%	\$ 536,000	\$ 536,000
	C-33	L3-3U-OP-92	MC NEIL RD	WATERFORD CENTRE BLVD TO BURNET RD	0.16	100%	\$ 1,053,000	\$ 1,053,000
	C-34	L1-3U-OP-60	GUADALUPE ST	SAN JOSE ST TO BOLLES CIR	0.06	100%	\$ 244,000	\$ 244,000
	C-35	L2-4D-90	ALTERRA PKWY	MOPAC TO DOMAIN DR	0.08	100%	\$ 736,000	\$ 736,000
	C-36	L2-4D-90	GAULT LN	ALTERRA PKWY TO HOBBY HORSE CT	0.35	100%	\$ 3,272,000	\$ 3,272,000
	C-37	L3-4D-120-TxDOT	DUVAL RD	GRACY FARMS LN TO GAULT LN	0.18	100%	\$ 112,000	\$ 112,000
	C-38	L3-4D-116	GRACY FARMS LN	BURNET RD TO METRIC BLVD	0.89	100%	\$ 9,251,000	\$ 9,251,000
	C-39	L3-4D-116	STONEHOLLOW DR	METRIC BLVD TO METRIC BLVD	0.92	100%	\$ 2,827,000	\$ 2,827,000
	C-40	L3-3U-OP-92	ESPERANZA LN TO KRAMER LN CONNECTOR	ESPERANZA LN TO KRAMER LN	0.21	100%	\$ 1,175,000	\$ 1,175,000
	C-41	L2-4D-116	BROCKTON DR	BURNET RD TO BROCKTON DR	0.22	100%	\$ 2,261,000	\$ 2,261,000
	C-42	L3-4D-94	RUTLAND DR	BURNET RD TO 2300' E OF METRIC BLVD	0.96	100%	\$ 1,238,000	\$ 1,238,000
	C-43	L3-4D-116	LONGHORN BLVD	NEILS THOMPSON TO REID DR	0.41	100%	\$ 4,312,000	\$ 4,312,000
	C-44	L3-4D-116	LONGHORN BLVD	REID DR TO BURNET RD	0.11	100%	\$ 358,000	\$ 358,000
	C-45	L2-3U-74	PARKFIELD DR	MEARNS MEADOW BLVD TO N OF RUTLAND DR	0.16	100%	\$ 837,000	\$ 837,000
	C-46	L2-4D-94	PARKFIELD DR	RUTLAND DR TO W RUNDBERG LN	0.14	100%	\$ 418,000	\$ 418,000
	C-47	L3-4D-94	RUTLAND DR	W OF PARKFIELD TO E OF PARKFIELD	0.11	100%	\$ 351,000	\$ 351,000
	C-48	L3-4D-94	RUTLAND DR	W OF LAMAR BLVD TO LAMAR BLVD	0.22	100%	\$ 674,000	\$ 674,000
	C-49	L3-4D-100	OHLEN RD	RESEARCH BLVD TO PAYTON GIN RD	0.18	100%	\$ 1,655,000	\$ 1,655,000
	C-50	L4-4D-104	W BRAKER LN	N LAMAR BLVD TO INTERSTATE 35	0.64	100%	\$ 1,940,000	\$ 1,940,000

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**Table 5.C – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area C**

Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
CI-1	Signalize	SCOFIELD RIDGE PKWY AND W HOWARD LN	100%	\$ 300,000	\$ 300,000
CI-2, DI-3	Intersection Improvements	W HOWARD LN AND N IH 35	50%	\$ 477,000	\$ 238,500
CI-3	Signalize	METRIC BLVD AND CUTTING HORSE LN	100%	\$ 359,000	\$ 359,000
BI-26, CI-4	Intersection Improvements	W PARKER LN AND N MOPAC EXPY	50%	\$ 10,000,000	\$ 5,000,000
CI-5	Signalize	PARKER LN AND LIMERICK AVE	100%	\$ 359,000	\$ 359,000
CI-6	Intersection Improvements	METRIC BLVD AND W PARKER LN	100%	\$ 401,000	\$ 401,000
CI-7	Signalize	W PARKER LN AND ROLLING HILL DR	100%	\$ 359,000	\$ 359,000
CI-8	Intersection Improvements	W PARKER LN AND N LAMAR BLVD	100%	\$ 684,000	\$ 684,000
CI-9, DI-11	Intersection Improvements	W PARKER LN AND N IH 35	50%	\$ 25,000,000	\$ 12,500,000
CI-10	Signalize	CEDAR BEND DR AND TOMANET TRL	100%	\$ 300,000	\$ 300,000
BI-27, CI-11	Intersection Improvements	N MOPAC EXPY AND PARK BEND DR	50%	\$ 201,000	\$ 100,500
CI-12	Signalize	N LAMAR BLVD AND WALNUT PARK XING	100%	\$ 300,000	\$ 300,000
CI-13	Signalize	METRIC BLVD AND STONEHOLLOW DR	100%	\$ 300,000	\$ 300,000
CI-14	Intersection Improvements	W BRAKER LN AND METRIC BLVD	100%	\$ 465,000	\$ 465,000
CI-15	Signalize	N LAMAR BLVD AND 11850 BLK N LAMAR BLVD (BRENTWOOD CHRISTIAN SCHOOL)	100%	\$ 300,000	\$ 300,000
CI-16	Signalize	N LAMAR BLVD AND 11700 BLK N LAMAR BLVD (RESTAURANT DWT)	100%	\$ 300,000	\$ 300,000
CI-17	Intersection Improvements	W BRAKER LN AND DOMAIN DR	100%	\$ 182,000	\$ 182,000
CI-18	Signalize	METRIC BLVD AND KRAMER LN	100%	\$ 142,000	\$ 142,000
CI-19	Intersection Improvements	W BRAKER LN AND N LAMAR BLVD	100%	\$ 1,120,000	\$ 1,120,000
CI-20, DI-20	Intersection Improvements	E BRAKER LN AND N IH 35	50%	\$ 10,000,000	\$ 5,000,000
CI-21	Intersection Improvements	W BRAKER LN AND BURNET RD	100%	\$ 5,000,000	\$ 5,000,000
CI-22	Signalize	BURNET RD AND READ GRANBERRY TRL	100%	\$ 300,000	\$ 300,000
CI-23	Signalize	PARKFIELD DR AND MEARN'S MEADOWS BLVD	100%	\$ 359,000	\$ 359,000
CI-24	Intersection Improvements	N LAMAR BLVD AND W LONGSPUR BLVD	100%	\$ 642,000	\$ 642,000
CI-25	Intersection Improvements	METRIC BLVD AND W RUNDBERG LN	100%	\$ 465,000	\$ 465,000
CI-26	Signalize	W RUNDBERG LN AND NORTHGATE BLVD	100%	\$ 359,000	\$ 359,000
CI-27	Intersection Improvements	N LAMAR BLVD AND RUTLAND DR	100%	\$ 25,000	\$ 25,000
CI-28	Signalize	HUNTERS TRACE AND COLONY CREEK DR	100%	\$ 359,000	\$ 359,000
CI-29	Intersection Improvements	N LAMAR BLVD AND PAYTON GDN RD	100%	\$ 142,000	\$ 142,000
CI-30, FI-10	Intersection Improvements	FAIRFIELD DR AND RESEARCH BLVD	50%	\$ 71,000	\$ 35,500
CI-31	Intersection Improvements	N LAMAR BLVD AND THURMOND ST	100%	\$ 142,000	\$ 142,000
CI-32	Signalize	GEORGIAN DR AND W POWELL LN	100%	\$ 359,000	\$ 359,000
CI-33, FI-25	Intersection Improvements	N IH 35 AND E ANDERSON LN	50%	\$ 1,000,000	\$ 500,000
CI-34	Signalize	N LAMAR BLVD AND POWELL LN	100%	\$ 418,000	\$ 418,000
CI-35	Signalize	N LAMAR BLVD AND FAIRFIELD DR	100%	\$ 1,109,000	\$ 1,109,000
CI-36	Signalize	W BRAKER LN AND BITTERN HOLLOW	100%	\$ 300,000	\$ 300,000
CI-37	Signalize	W BRAKER LN AND SWEARINGEN DR	100%	\$ 300,000	\$ 300,000
			Service Area Roadway Project Cost Subtotal		\$ 148,218,500
			Service Area Intersection Project Cost Subtotal		\$ 39,524,500
			2019 Street Impact Fee Study Cost Per Service Area		\$ 83,109
			Total Cost in SERVICE AREA C		\$ 187,826,109

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- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.D – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area D**

Service Area	Proj. #	Class	Street	Limits	Length (m)	% In Service Area	Total Project Cost	Cost in Service Area
S A D	D-1	L3-4U-88	VISION DR	FM 1825 RD TO THREE POINTS RD	0.22	50%	\$ 1,791,000	\$ 895,500
	D-2	L3-4D-120-TxDOT	FM 1825 RD	W WELLS BRANCH TO W PECAN ST	0.59	50%	\$ 152,000	\$ 76,000
	D-3	L2-2U-78	WELLS BRANCH PKWY-SCOBEE ST CONNECTOR	W WELLS BRANCH PKWY TO SCOBEE ST	0.41	100%	\$ 2,491,000	\$ 2,491,000
	D-4	L4-6D-120	WELLS BRANCH PKWY	FM 1825 TO 1560' E OF HEATHERWILDE BLVD	1.32	100%	\$ 12,864,000	\$ 12,864,000
	D-5	L2-2U-78	CADENCE LN	OBLIQUE DR TO BAUHAUS BND	0.20	100%	\$ 1,225,000	\$ 1,225,000
	D-6	L2-2U-OP-78	FISH LN	HARRISGLEN DR TO DESSAU RD	0.26	100%	\$ 1,667,000	\$ 1,667,000
	D-7	L4-6D-142	DESSAU RD	HOWARD LN TO CITY LIMITS	0.68	50%	\$ 8,008,000	\$ 4,004,000
	D-8	L2-2U-78	JOSH RIDGE BLVD CONNECTOR	HARRIS RIDGE BLVD TO 575' E OF HARRIS RIDGE BLVD	0.11	100%	\$ 716,000	\$ 716,000
	D-9	L2-2U-78	JOSH RIDGE BLVD CONNECTOR	305' E OF HARRISGLEN DR TO 1035' E OF HARRISGLEN DR	0.14	100%	\$ 887,000	\$ 887,000
	D-10	L4-6D-142	DESSAU RD	620' N OF DESSAU RIDGE LN TO 338' N OF E HOWARD LN	0.23	100%	\$ 2,713,000	\$ 2,713,000
	D-11	L4-6D-142	DESSAU RD	1250' N OF W PARKER LN TO 620' N OF DESSAU RIDGE LN	0.89	50%	\$ 10,540,000	\$ 5,270,000
	D-12	L4-6D-142	DESSAU RD	W PARKER LN TO 1250' N OF W PARKER LN	0.24	100%	\$ 2,792,000	\$ 2,792,000
	D-13	L3-4D-116	E HOWARD LN	445' W OF KEARNS DR TO 1845' E OF CANTARRA DR	0.61	100%	\$ 856,000	\$ 856,000
	D-14	L2-2U-78	SILICON DR	TITANIUM DR TO PARKER LN TO HOWARD LN CONNECTION	0.69	100%	\$ 4,059,000	\$ 4,059,000
	D-15	L2-2U-78	E HOWARD LN-E PARKER LN CONNECTOR	E HOWARD LN TO E PARKER LN	0.54	50%	\$ 3,242,000	\$ 1,621,000
	D-16	L4-6D-154-TxDOT	E PARKER LN	INTERSTATE 35 TO 1160' E OF SAMSUNG BLVD	3.79	100%	\$ 9,267,000	\$ 9,267,000
	D-17	L4-6D-154-TxDOT	E PARKER LN	3003' W OF HARRIS BRANCH PKWY TO 2844' E OF HARRIS BRANCH PKWY	1.07	100%	\$ 3,728,000	\$ 3,728,000
	D-18	L3-3U-80	E YAGER LN	350' W OF NATURES BEND TO E PARKER LN	1.19	100%	\$ 9,881,000	\$ 9,881,000
	D-19	L1-3U-OP-60	HICKORY GROVE DR CONNECTOR	HICKORY GROVE DR TO PLAZA LN	0.09	100%	\$ 327,000	\$ 327,000
	D-20	L3-4D-120	PARKER LN-SAMSUNG BLVD CONNECTOR	PARKER LN TO SAMSUNG BLVD	1.59	100%	\$ 17,547,000	\$ 17,547,000
	D-21	L2-2U-78	CAMERON RD	420' E OF YAGER LN TO 3925' E OF YAGER LN	0.47	50%	\$ 2,838,000	\$ 1,419,000
	D-22	L2-2U-78	CAMERON RD	2925' E OF YAGER LN TO E PARKER LN	0.51	100%	\$ 5,887,000	\$ 5,887,000
	D-23	L4-6D-154-TxDOT	E PARKER LN	1230' E OF SH 130 NB SVRD TO US 290 WB SVRD	0.62	50%	\$ 1,517,000	\$ 758,500
	D-24	L3-4D-120	E BRAKER LN	175' W OF DAVES PL TO 930' W OF SAMSUNG BLVD	0.90	100%	\$ 10,116,000	\$ 10,116,000
	D-25	L3-4D-120	ARTERIAL A	E PARKER LN TO 820' N OF E BRAKER LN	0.80	50%	\$ 8,574,000	\$ 4,287,000
	D-26	L2-2U-78	CAMERON RD	1561' N OF BLUE GOOSE RD TO 3735' N OF BLUE GOOSE RD	0.41	50%	\$ 2,472,000	\$ 1,236,000
	D-27	L2-2U-78	CAMERON RD	BLUE GOOSE RD TO 1128' N OF BLUE GOOSE RD	0.21	50%	\$ 1,324,000	\$ 662,000
	D-28	L3-4D-120	E BRAKER LN	CAMERON RD TO 2211' E OF CAMERON RD	0.42	100%	\$ 4,695,000	\$ 4,695,000
	D-29	L2-2U-78	BLUE GOOSE RD-MACIVER DR CONNECTOR	BLUE GOOSE RD TO MACIVER DR (FUTURE)	0.65	50%	\$ 4,048,000	\$ 2,024,000
	D-30	L2-2U-78	BLUE GOOSE RD	CAMERON RD TO BLUE GOOSE RD-MACIVER DR CONNECTOR	0.53	50%	\$ 2,991,000	\$ 1,495,500
	D-31	L3-4D-116	BLUE GOOSE RD	GILES LN TO CITY LIMITS	0.52	50%	\$ 5,645,000	\$ 2,822,500
	D-32	L2-2U-78	SH 130 SVRD-GILES LN CONNECTOR	SH 130 SVRD TO GILES LN CONNECTION TO CITY LIMITS	0.40	50%	\$ 2,538,000	\$ 1,279,000
	D-33	L2-2U-78	BLUE GOOSE RD-PARKER LN CONNECTOR	BLUE GOOSE RD TO PARKER LN	0.72	100%	\$ 4,338,000	\$ 4,338,000
	D-34	L3-4D-116	BLUE GOOSE RD	HARRIS BRANCH PKWY TO US 290	0.76	100%	\$ 8,236,000	\$ 8,236,000
	D-35	L2-2U-60	BLUFF BEND DR	COLLINWOOD DR TO E BRAKER LN	0.31	100%	\$ 1,439,000	\$ 1,439,000
	D-36	L2-2U-78	RUBY DR	INTERSTATE 35 SVRD TO JOSEPH CLAYTON DR	0.13	100%	\$ 830,000	\$ 830,000
	D-37	L2-2U-78	RUBY DR	JOSEPH CLAYTON DR TO BLUFF BEND DR	0.10	100%	\$ 656,000	\$ 656,000
	D-38	L2-2U-78	E APPLIGATE DR	DESSAU RD TO WARRINGTON DR	0.16	100%	\$ 1,014,000	\$ 1,014,000
	D-39	L2-2U-78	APPLIGATE DR-WHITAKER DR CONNECTOR	APPLIGATE DR TO WHITAKER DR	0.39	100%	\$ 2,318,000	\$ 2,318,000
	D-40	L2-2U-78	SPRINKLE CUTOFF RD	160' S OF TRAIL WEARY DR TO 1646' N OF SPRINKLE RD	1.05	100%	\$ 6,286,000	\$ 6,286,000
	D-41	L2-2U-78	SPRINKLE CUTOFF RD	SPRINKLE RD TO 1646' N OF SPRINKLE RD	0.31	50%	\$ 2,423,000	\$ 1,211,500
	D-42	L2-2U-78	BROWN LN	379' S OF DUNGAN LN TO 1007' N OF FERGUSON LN	0.17	100%	\$ 951,000	\$ 951,000
	D-43	L2-2U-78	SPRINKLE RD	1144' N OF CRISWELL RD TO 1970' N OF CRISWELL RD	0.16	50%	\$ 3,422,000	\$ 1,711,000
	D-44	L2-2U-78	SPRINKLE RD	SPRINKLE CUTOFF RD TO 1147' W OF SPRINKLE CUTOFF RD	0.22	50%	\$ 1,313,000	\$ 656,500
	D-45	L1-3U-60	TAEBAEK DR	E BRAKER LN TO TAEBAEK DR	0.06	100%	\$ 333,000	\$ 333,000
	D-46	L2-2U-OP-78	DUNGAN LN	DESSAU RD TO BROWN LN	0.33	100%	\$ 2,044,000	\$ 2,044,000
	D-47	L2-2U-78	BROWN LN	FERGUSON LN TO 1007' N OF FERGUSON LN	0.19	100%	\$ 1,247,000	\$ 1,247,000
	D-48	L2-2U-78	BROWN LN	DUNGAN LN TO 379' S OF DUNGAN LN	0.07	50%	\$ 576,000	\$ 288,000
	D-49	L3-4D-116	E RUNDBERG LN	CAMERON RD TO FERGUSON LN	0.55	100%	\$ 6,641,000	\$ 6,641,000
	D-50	L3-4D-116	E HOWARD LN	DESSAU RD TO HARRIS BRANCH PKWY	0.50	100%	\$ 704,000	\$ 704,000
	D-51	L3-4D-120	FERGUSON LN	E RUNDBERG LN TO SANSOM RD	1.12	50%	\$ 12,402,000	\$ 6,201,000
	D-52	L2-2U-OP-70	WALL ST-PROFIT CENTRE DR CONNECTOR	WALL ST TO PROFIT CENTRE DR	0.62	100%	\$ 3,330,000	\$ 3,330,000
	D-53	L2-2U-78	SANSOM RD	FERGUSON LN TO 1722' S OF FERGUSON LN	0.33	50%	\$ 2,344,000	\$ 1,172,000
	D-54	L2-2U-78	SANSOM RD	SPRINGDALE RD TO 772' W OF SPRINGDALE RD	0.15	50%	\$ 848,000	\$ 424,000
	D-55	L3-4D-120	BRATTON LN	MICHAEL ANGELO WAY TO SCARBROUGH DR	0.31	100%	\$ 3,343,000	\$ 3,343,000
	D-56	L3-4D-94	CENTER RIDGE DR	IH 35 SVRD TO 555' E OF IH 35 SVRD	0.10	100%	\$ 980,000	\$ 980,000
	D-57	L3-4D-94	CENTER RIDGE DR	555' E OF IH 35 SVRD TO MC CALLEN PASS	0.52	100%	\$ 1,571,000	\$ 1,571,000
	D-58	L3-4D-120	CENTER LAKE DR	W PARKER LN TO MC CALLEN PASS	0.50	100%	\$ 711,000	\$ 711,000
	D-59	L3-4D-96	HARRIS RIDGE BLVD	E HOWARD LN TO E PARKER LN	0.76	100%	\$ 7,082,000	\$ 7,082,000
	D-60	L3-4D-116	E HOWARD LN	DESSAU RD TO HARRIS BRANCH PKWY	0.24	100%	\$ 353,000	\$ 353,000
	D-61	L4-4D-120	E BRAKER LN	IH 35 SVRD TO BLUFF BEND DR	0.21	100%	\$ 314,000	\$ 314,000
	D-62	L3-4D-90	TUSCANY WAY	FERGUSON LN TO EXCHANGE DR	0.38	100%	\$ 504,000	\$ 504,000
	D-63	L3-4D-90	TUSCANY WAY	EXCHANGE DR TO US 290 HWY SVRD	0.85	100%	\$ 7,987,000	\$ 7,987,000
	D-64	L3-4D-90	EXCHANGE DR	TUSCANY WAY TO CROSS PARK DR	0.63	100%	\$ 825,000	\$ 825,000
	D-65	L3-4D-94	WALL ST	CROSS PARK DR TO FERGUSON LN	0.68	100%	\$ 884,000	\$ 884,000
	D-66	L3-4D-90	CROSS PARK DR	FUTURE DR TO FORBES DR	1.05	100%	\$ 1,346,000	\$ 1,346,000
	D-67	L3-4D-90	SPRINGDALE RD	SANSOM RD TO US 290 HWY SVRD	0.09	100%	\$ 834,000	\$ 834,000
	D-68	L3-4D-90	CROSS PARK DR	CAMERON RD TO FUTURE DR	0.05	100%	\$ 444,000	\$ 444,000
	D-69	L3-4D-96	E YAGER LN	TECH RIDGE BLVD TO NATURES BND	0.14	100%	\$ 203,000	\$ 203,000

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**Table 5.D – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area D**

SA D	Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
	DI-1	Signalize	W WELLS BRANCH PKWY AND DRUSILLAS DR	100%	\$ 359,000	\$ 359,000
	DI-2	Intersection Improvements	W WELLS BRANCH PKWY AND S HEATHERWILDE BLVD	75%	\$ 748,000	\$ 561,000
	CI-2, DI-3	Intersection Improvements	W HOWARD LN AND N IH 35	50%	\$ 477,000	\$ 238,500
	DI-4	Intersection Improvements	W HOWARD LN AND S HEATHERWILDE BLVD/MC CALLEN PASS	50%	\$ 377,000	\$ 188,500
	DI-5	Signalize	E HOWARD LN AND GREINERT DR	50%	\$ 359,000	\$ 179,500
	DI-6	Signalize	E HOWARD LN AND HOWARD LN TO MC CALLEN PASS CONNECTION/CAPE HORN	50%	\$ 359,000	\$ 179,500
	DI-7	Intersection Improvements	E HOWARD LN AND HARRIS RIDGE BLVD	75%	\$ 607,000	\$ 455,250
	DI-8	Signalize	HOWARD LN AND HARRISGLENN DR	100%	\$ 359,000	\$ 359,000
	DI-9	Intersection Improvements	E HOWARD LN AND DESSAU RD	100%	\$ 725,000	\$ 725,000
	DI-10	Signalize	MC CALLEN PASS AND CENTER RIDGE DR	100%	\$ 359,000	\$ 359,000
	CI-9, DI-11	Intersection Improvements	W PARMER LN AND N IH 35	50%	\$ 25,000,000	\$ 12,500,000
	DI-12	Intersection Improvements	E PARMER LN AND MC CALLEN PASS	100%	\$ 359,000	\$ 359,000
	DI-13	Intersection Improvements	E PARMER LN AND HARRIS RIDGE BLVD/TECH RIDGE BLVD	100%	\$ 401,000	\$ 401,000
	DI-14	Intersection Improvements	E PARMER LN AND HARRISGLENN DR	100%	\$ 15,000	\$ 15,000
	DI-15	Signalize	DESSAU RD AND PEARL RETREAT DR	50%	\$ 359,000	\$ 179,500
	DI-16	Signalize	E PARMER LN AND E YAGER LN	100%	\$ 371,000	\$ 371,000
	DI-17	Intersection Improvements	DESSAU RD AND E PARMER LN	100%	\$ 201,000	\$ 201,000
	DI-18	Signalize	E PARMER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION	100%	\$ 359,000	\$ 359,000
	DI-19	Intersection Improvements	HARRIS BRANCH PKWY AND E PARMER LN	100%	\$ 1,244,000	\$ 1,244,000
Intersection Improvements	CI-20, DI-20	Intersection Improvements	E BRAKER LN AND N IH 35	50%	\$ 10,000,000	\$ 5,000,000
	DI-21	Signalize	E BRAKER LN AND MUSKET VALLEY TRL	100%	\$ 359,000	\$ 359,000
	DI-22	Signalize	E BRAKER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION	100%	\$ 359,000	\$ 359,000
	DI-23	Signalize	E BRAKER LN AND SAMSUNG BLVD	100%	\$ 359,000	\$ 359,000
	DI-24	Signalize	HARRIS BRANCH PKWY AND FARMHAVEN RD	100%	\$ 359,000	\$ 359,000
	DI-25	Signalize	SAMSUNG BLVD TO E PARMER LN CONNECTION AND SAMSUNG BLVD	100%	\$ 300,000	\$ 300,000
	DI-26	Signalize	GILES LN AND BLUE GOOSE RD	100%	\$ 359,000	\$ 359,000
	DI-27	Signalize	HARRIS BRANCH PKWY AND BLUE GOOSE RD	100%	\$ 359,000	\$ 359,000
	DI-28	Signalize	DESSAU RD AND E APPLGATE DR	100%	\$ 300,000	\$ 300,000
	DI-29	Signalize	DESSAU RD AND MEADOWMEAR DR	100%	\$ 359,000	\$ 359,000
	DI-30	Signalize	DESSAU RD AND CHILDRESS DR	100%	\$ 359,000	\$ 359,000
	DI-31	Intersection Improvements	DESSAU RD AND DUNGAN LN	100%	\$ 100,000	\$ 100,000
	DI-32	Signalize	TUSCANY WAY AND EXCHANGE DR	100%	\$ 300,000	\$ 300,000
	DI-33	Signalize	RUTHERFORD LN AND CENTRE CREEK DR	100%	\$ 300,000	\$ 300,000
	DI-34, DI-1	Intersection Improvements	N IH 35 AND E ANDERSON LN	50%	\$ 10,000,000	\$ 5,000,000
	DI-35	Signalize	DESSAU RD AND BRADBURY LN	50%	\$ 359,000	\$ 179,500
	DI-36	Signalize	DESSAU RD AND DESSAU RIDGE LN	50%	\$ 300,000	\$ 150,000
	Service Area Roadway Project Cost Subtotal					\$ 198,920,000
	Service Area Intersection Project Cost Subtotal					\$ 33,735,250
	2019 Street Impact Fee Study Cost Per Service Area					\$ 83,109
Total Cost in SERVICE AREA D					\$ 232,738,359	

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**Table 5.DT – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area DT**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA DT	DT-1	L3-2U-80	RED RIVER ST	DAVIS ST TO END	0.18	100%	\$ 3,035,000	\$ 3,035,000
	DT-2, I-21	L3-SU-80	W MARTIN LUTHER KING JR BLVD	IH-35 SVRD SB TO PEARL ST	1.02	50%	\$ 2,980,000	\$ 1,490,000
	DT-3, I-20	L3-4D-100	N LAMAR BLVD	MARTIN LUTHER KING JR BLVD TO 15TH ST	0.19	50%	\$ 255,000	\$ 127,500
	DT-4	L2-2U-OP-80	W 18TH ST	GUADALUPE ST TO TRINITY ST	0.44	100%	\$ 384,000	\$ 384,000
	DT-5	L2-2U-OP-80	E 17TH ST	SAN ANTONIO ST TO TRINITY ST	0.51	100%	\$ 741,000	\$ 741,000
	DT-6	L2-2U-OP-80	W 16TH ST	SAN ANTONIO ST TO SAN JACINTO BLVD	0.44	100%	\$ 383,000	\$ 383,000
	DT-7	L3-30-80	SAN JACINTO BLVD	E MARTIN LUTHER KING JR BLVD TO CESAR CHAVEZ ST	1.25	100%	\$ 4,671,000	\$ 4,671,000
	DT-8	L3-30-80	TRINITY ST	E MARTIN LUTHER KING JR BLVD TO E 6TH ST	0.91	100%	\$ 2,532,000	\$ 2,532,000
	DT-9	L3-3U-78	RED RIVER ST	E 18TH ST TO E MARTIN LUTHER KING JR BLVD	0.07	100%	\$ 557,000	\$ 557,000
	DT-10, I-34	L3-4D-80	N LAMAR BLVD	PARKFIELD TO 15TH ST	0.11	50%	\$ 160,000	\$ 80,000
	DT-11, I-25	L3-4D-80	N LAMAR BLVD	6TH ST TO PARKWAY (184' N OF 12TH ST)	0.53	50%	\$ 696,000	\$ 348,000
	DT-12	L3-3U-78	RED RIVER ST	E 15TH ST TO E 12TH ST	0.22	100%	\$ 1,958,000	\$ 1,958,000
	DT-13	L2-2U-80	BRAZOS ST	11TH ST TO 8TH ST	0.34	100%	\$ 1,434,000	\$ 1,434,000
	DT-14	L2-2U-80	E 10TH ST	GUADALUPE ST TO INTERSTATE 35 SBFR	0.71	100%	\$ 2,517,000	\$ 2,517,000
	DT-15	L2-4U-80	W 9TH ST	GUADALUPE ST TO SAN JACINTO BLVD	0.37	100%	\$ 2,141,000	\$ 2,141,000
	DT-16	L2-2U-80	E 9TH ST	SAN JACINTO TO TRINITY ST	0.07	100%	\$ 379,000	\$ 379,000
	DT-17	L2-2U-80	E 9TH ST	TRINITY ST TO INTERSTATE 35 SBFR	0.27	100%	\$ 1,077,000	\$ 1,077,000
	DT-18	L2-2U-80	E 8TH ST	GUADALUPE ST TO INTERSTATE 35 SBFR	0.71	100%	\$ 3,575,000	\$ 3,575,000
	DT-19	L3-40-82	W 7TH ST	GUADALUPE ST TO INTERSTATE 35 SBFR	0.93	100%	\$ 3,927,000	\$ 3,927,000
	DT-20	L2-2U-OP-90	RAINEY ST	E CESAR CHAVEZ ST TO DRISKILL ST	0.08	100%	\$ 274,000	\$ 274,000
	Proj. #		Type	Intersection		% In Service Area	Total Project Cost	Cost in Service Area
	DTI-1, II-35		Intersection Improvements	W MARTIN LUTHER KING JR BLVD AND NUECES ST		50%	\$ 1,043,000	\$ 521,500
	DTI-2		Signalize	SAN JACINTO BLVD AND E 17TH ST		100%	\$ 300,000	\$ 300,000
	DTI-3		Signalize	W 12TH ST AND SAN ANTONIO ST		100%	\$ 359,000	\$ 359,000
	DTI-4		Signalize	W 14TH ST AND GUADALUPE ST		100%	\$ 300,000	\$ 300,000
	DTI-5		Signalize	W 14TH ST AND LAVACA ST		100%	\$ 300,000	\$ 300,000
	DTI-6		Signalize	W 13TH ST AND GUADALUPE ST		100%	\$ 300,000	\$ 300,000
	DTI-7		Signalize	SAN JACINTO BLVD AND 13TH ST		100%	\$ 359,000	\$ 359,000
	DTI-8		Signalize	E 12TH ST AND TRINITY ST		100%	\$ 359,000	\$ 359,000
	DTI-9		Signalize	WEST AVE AND W 8TH ST		100%	\$ 300,000	\$ 300,000
	DTI-10		Intersection Improvements	RED RIVER ST AND E 11TH ST		100%	\$ 359,000	\$ 359,000
	DTI-11		Signalize	RED RIVER ST AND E 9TH ST		100%	\$ 359,000	\$ 359,000
	DTI-12		Signalize	W 6TH ST AND SAN ANTONIO ST		100%	\$ 300,000	\$ 300,000
	DTI-13		Signalize	W 5TH ST AND SAN ANTONIO ST		100%	\$ 300,000	\$ 300,000
	DTI-14		Signalize	W 3RD ST AND NUECES ST		100%	\$ 300,000	\$ 300,000
	DTI-15		Signalize	W 3RD ST AND SAN ANTONIO ST		100%	\$ 359,000	\$ 359,000
	DTI-16		Signalize	W 2ND ST AND NUECES ST		100%	\$ 359,000	\$ 359,000
	DTI-17		Signalize	SAN JACINTO BLVD AND 4TH ST		100%	\$ 300,000	\$ 300,000
	DTI-18		Signalize	TRINITY ST AND 4TH ST		100%	\$ 300,000	\$ 300,000
	DTI-19		Signalize	SAN JACINTO BLVD AND 3RD ST		100%	\$ 300,000	\$ 300,000
	DTI-20		Signalize	TRINITY ST AND 3RD ST		100%	\$ 300,000	\$ 300,000
	DTI-21		Signalize	TRINITY ST AND 2ND ST		100%	\$ 300,000	\$ 300,000
	DTI-22, II-39		Signalize	N LAMAR BLVD AND SANDRA MURKIN WAY		50%	\$ 300,000	\$ 150,000
	DTI-23		Signalize	W CESAR CHAVEZ ST AND GUADALUPE ST		100%	\$ 300,000	\$ 300,000
	DTI-24		Signalize	SABINE ST AND E 11TH ST		100%	\$ 300,000	\$ 300,000
	DTI-25		Signalize	SABINE ST AND E 12TH ST		100%	\$ 300,000	\$ 300,000
	DTI-26		Signalize	GUADALUPE ST AND W 18TH ST		100%	\$ 300,000	\$ 300,000
	DTI-27		Signalize	GUADALUPE ST AND W 16TH ST		100%	\$ 300,000	\$ 300,000
Service Area Roadway Project Cost Subtotal								\$ 31,630,500
Service Area Intersection Project Cost Subtotal								\$ 8,584,500
2019 Street Impact Fee Study Cost Per Service Area								\$ 83,109
Total Cost in SERVICE AREA DT								\$ 40,298,109

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.
- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.E – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area E**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA E	A-15, E-1	L4-6D-154-TxDOT	N RM 620 RD	DEERBROOK TRL TO 600' E OF RIDGELINE BLVD	0.32	50%	\$ 1,022,000	\$ 511,000
	E-2	L5-6D-154-TxDOT	N RM 620 RD	DEERBROOK TRL TO FM 2222	5.09	100%	\$ 20,585,000	\$ 20,585,000
	E-3	L3-4D-120	ANDERSON MILL RD	420' W OF RESEARCH BLVD TO RESEARCH BLVD	0.10	100%	\$ 658,000	\$ 658,000
	E-4	L3-4D-120	ANDERSON MILL RD	100' E OF SPICEWOOD PKWY TO 420' W OF RESEARCH BLVD	0.87	100%	\$ 6,016,000	\$ 6,016,000
	E-5	L3-4D-120	ANDERSON MILL RD	100' E OF SPICEWOOD PKWY TO SPICEWOOD PKWY	0.03	100%	\$ 66,000	\$ 66,000
	E-6	L3-4D-104	ANDERSON MILL RD	CROSSTIMBER DR TO CENTENNIAL TRL	0.23	100%	\$ 315,000	\$ 315,000
	E-7, H-1	L3-3U-S-100	BULLICK HOLLOW RD	FM 620 TO FM 2769	3.08	50%	\$ 22,901,000	\$ 11,450,500
	E-8	L4-4D-0	HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR	HUNTERS CHASE DR TO OCEANAIRE BLVD	0.05	50%	\$ 768,000	\$ 384,000
	E-9, H-3	L4-6D-147-TxDOT	RM 2222 RD	FM 620 BYPASS TO RIBELIN RANCH RD	1.32	50%	\$ 5,689,000	\$ 2,844,500
	E-10	L3-4D-120	RM 2222 TO FOUR POINTS DR CONNECTOR	RM 2222 TO FOUR POINTS DR	0.30	100%	\$ 2,376,000	\$ 2,376,000
	E-11	L3-4D-120	FOUR POINTS TO MCNEIL DR CONNECTOR	FOUR POINTS TO MCNEIL DR	0.72	100%	\$ 6,885,000	\$ 6,885,000
	E-12	L2-3U-S-80	OLD LAMPASAS TRL	TALLEYRAN DR TO SPICEWOOD SPRINGS RD	0.47	100%	\$ 3,168,000	\$ 3,168,000
	E-13	L2-3U-60	TEXAS PLUME RD	SPICEWOOD SPRINGS RD TO D K RANCH RD	0.34	100%	\$ 1,822,000	\$ 1,822,000
	E-14	L2-3U-S-80	SPICEWOOD SPRINGS RD	LAMPASAS TRL TO CAPITAL OF TEXAS HWY	3.49	50%	\$ 36,249,000	\$ 18,124,500
	E-15	L2-3U-S-80	YAUPON DR-BLUFFSTONE DR CONNECTOR	YAUPON DR TO BLUFFSTONE DR	0.45	100%	\$ 5,150,000	\$ 5,150,000
	E-16	L3-4D-120	SPICEWOOD SPRINGS RD	CHANCELLROY DR TO RESEARCH BLVD	0.57	100%	\$ 803,000	\$ 803,000
	E-17	L3-4D-104	JOLLYVILLE RD	BARRINGTON WAY TO GREAT HILLS TRL	3.24	100%	\$ 4,025,000	\$ 4,025,000
	E-18	L3-4D-104	OAK KNOLL DR	JOLLYVILLE RD TO RESEARCH BLVD	0.06	100%	\$ 105,000	\$ 105,000
	E-19	L3-4D-94	ARBORETUM BLVD	200' N OF CAPITAL TEXAS HWY TO CAPITAL TEXAS HWY	0.06	100%	\$ 551,000	\$ 551,000
		Proj. #	Type	Intersection		% In Service Area	Total Project Cost	Cost in Service Area
		AI-13, EI-1	Signalize	N FM 620 RD AND RIDGELINE BLVD		50%	\$ 300,000	\$ 150,000
		AI-12, EI-2	Intersection Improvements	N FM 620 RD AND DEERBROOK TRL		25%	\$ 100,000	\$ 25,000
		EI-3	Intersection Improvements	N FM 620 RD AND LAKE CREEK PKWY		50%	\$ 401,000	\$ 200,500
		EI-4	Intersection Improvements	N FM 620 RD AND HATCH RD		50%	\$ 201,000	\$ 100,500
		EI-5	Intersection Improvements	N FM 620 RD AND EL SALIDO PKWY		50%	\$ 401,000	\$ 200,500
		EI-6	Intersection Improvements	N FM 620 RD AND ANDERSON MILL RD		75%	\$ 784,000	\$ 588,000
		EI-7	Signalize	ANDERSON MILL RD AND CENTENNIAL TRL		100%	\$ 300,000	\$ 300,000
		EI-8	Signalize	ANDERSON MILL RD AND RANDY RD		100%	\$ 300,000	\$ 300,000
		EI-9	Signalize	ANDERSON MILL RD AND TATERWOOD DR		100%	\$ 300,000	\$ 300,000
		EI-10	Intersection Improvements	ANDERSON MILL RD AND MILLWRIGHT PKWY		100%	\$ 1,500,000	\$ 1,500,000
		BI-4, EI-11	Extend Turn Lane	ANDERSON MILL RD AND N US 183 HWY		50%	\$ 802,000	\$ 401,000
		EI-12	Intersection Improvements	N FM 620 RD AND HEB DRIVEWAY		50%	\$ 5,000	\$ 2,500
		EI-13	Intersection Improvements	N FM 620 RD AND BOULDER LN		100%	\$ 94,000	\$ 94,000
		EI-14	Signalize	N FM 620 RD AND 8400 N BLOCK		100%	\$ 300,000	\$ 300,000
		EI-15, HI-1	Intersection Improvements	N FM 620 RD AND FM 2222 RD		50%	\$ 583,000	\$ 291,500
		EI-16, HI-2	Intersection Improvements	FM 2222 RD AND RIVER PLACE BLVD		50%	\$ 500,000	\$ 250,000
		EI-17	Signalize	RAIN CREEK PKWY AND LOST HORIZON DR		100%	\$ 359,000	\$ 359,000
		EI-18	Intersection Improvements	DUVAL RD AND JOLLYVILLE RD		100%	\$ 245,000	\$ 245,000
		EI-19	Intersection Improvements	JOLLYVILLE RD AND OAK KNOLL DR		100%	\$ 245,000	\$ 245,000
		EI-20, HI-4	Intersection Improvements	FM 2222 RD AND JESTER BLVD		50%	\$ 150,000	\$ 75,000
		EI-21, FI-1	Intersection Improvements	N CAPITAL OF TEXAS HWY AND LAKEWOOD DR		50%	\$ 9,000,000	\$ 4,500,000
	EI-22, FI-2	Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD		50%	\$ 6,000,000	\$ 3,000,000	
	EI-23, FI-3	Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD		50%	\$ 6,000,000	\$ 3,000,000	
	EI-24, FI-4	Intersection Improvements	N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL		50%	\$ 100,000	\$ 50,000	
	EI-25	Intersection Improvements	GREAT HILLS TRL AND JOLLYVILLE RD		100%	\$ 100,000	\$ 100,000	
	EI-26, FI-5	Intersection Improvements	N CAPITAL OF TEXAS HWY AND RESEARCH BLVD		50%	\$ 324,000	\$ 162,000	
	EI-27	Signalize	ANDERSON MILL RD AND PECAN CREEK RD		100%	\$ 359,000	\$ 359,000	
	EI-28	Signalize	JOLLYVILLE RD AND TAYLOR DRAPER LN		100%	\$ 359,000	\$ 359,000	
				Service Area Roadway Project Cost Subtotal			\$ 85,839,500	
				Service Area Intersection Project Cost Subtotal			\$ 17,457,500	
				2019 Street Impact Fee Study Cost Per Service Area			\$ 83,109	
				Total Cost in SERVICE AREA E			\$ 103,380,109	

These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity

Projects within the City of Austin.

- a. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.F – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area F**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA F	F-1	L3-4D-120	SPICEWOOD SPRINGS RD	N CAPITAL OF TEXAS HWY TO 1600' W OF MESA DR	0.87	100%	\$ 17,000,000	\$ 17,000,000
	F-2	L3-4D-104	JOLLYVILLE RD	MESA DR TO BUSINESS PARK DR	0.62	100%	\$ 6,131,000	\$ 6,131,000
	F-3	L2-2U-S-80	LAKEWOOD DR	1000' N OF LAKEMOORE DR TO CAPITAL OF TEXAS HWY NB	0.37	100%	\$ 1,947,000	\$ 1,947,000
	F-4	L2-2U-S-80	LAKEWOOD DR	500' N OF LAKEMOORE DR TO 630' S OF DRIFTWOOD DR	0.39	100%	\$ 2,987,000	\$ 2,987,000
	F-5	L3-4D-120	BURNET RD	W KOENIG LN TO 730' N OF POLARIS AVE	2.65	100%	\$ 7,760,000	\$ 7,760,000
	F-6	L2-2U-78	WOOTEN DR	WOOTEN DR TO WOOTEN DR	0.01	100%	\$ 437,000	\$ 437,000
	F-7	L3-4D-104	W ANDERSON LN	BURNET RD TO US 183	1.11	100%	\$ 1,321,000	\$ 1,321,000
	F-8	L3-4D-120	N LAMAR BLVD	W KOENIG LN TO MORROW ST	1.42	100%	\$ 4,282,000	\$ 4,282,000
	F-9	L2-2U-OP-92	WILD ST	WILD ST TO END (RAILROAD)	0.23	100%	\$ 1,560,000	\$ 1,560,000
	F-10	L1-2U-OP-60	WALLINGFORD BEND DR	WALLINGFORD BEND TO WILD ST	0.08	100%	\$ 1,321,000	\$ 1,321,000
	F-11	L1-2U-OP-60	PAYNE AVE	WILD ST TO LAMAR BLVD	0.08	100%	\$ 330,000	\$ 330,000
	F-12	L1-2U-OP-60	ODELL ST	LAMAR BLVD TO ODELL ST	0.08	100%	\$ 360,000	\$ 360,000
	F-13	L1-2U-OP-60	ODELL ST-AIRPORT BLVD CONNECTOR	ODELL ST TO AIRPORT BLVD	0.26	100%	\$ 1,110,000	\$ 1,110,000
	F-14	L1-2U-OP-60	LAMAR BLVD-GUADALUPE ST CONNECTOR	LAMAR BLVD TO GUADALUPE ST	0.16	100%	\$ 675,000	\$ 675,000
	F-15	L1-2U-OP-60	KAWNEE DR	MARCELL ST TO ODELL ST TO AIRPORT BLVD CONNECTOR	0.07	100%	\$ 307,000	\$ 307,000
	F-16	L1-2U-OP-60	MARCELL ST	LAMAR BLVD TO GUADALUPE ST	0.24	100%	\$ 1,034,000	\$ 1,034,000
	F-17	L1-2U-OP-60	SWANEE DR	MARCELL ST TO SWANEE DR	0.02	100%	\$ 420,000	\$ 420,000
	F-18	L2-2U-OP-92	CANION ST	N LAMAR BLVD TO SHIRLEY AVE	0.08	100%	\$ 563,000	\$ 563,000
	F-19	L1-2U-OP-60	SHIRLEY AVE	CANION ST TO WILLIAMS ST	0.06	100%	\$ 276,000	\$ 276,000
	F-20	L1-2U-OP-60	BURNS ST-SHIRLEY AVE CONNECTOR	BURNS ST TO SHIRLEY AVE	0.07	100%	\$ 321,000	\$ 321,000
	F-21	L2-2U-OP-78	SKYVIEW RD	SKYVIEW RD TO SKYVIEW RD	0.02	100%	\$ 802,000	\$ 802,000
	F-22	L3-4D-120	AIRPORT BLVD	N LAMAR BLVD TO 440' N OF WB FRONTAGE RD US 290	1.17	100%	\$ 3,537,000	\$ 3,537,000
	F-23	L2-2U-78	ROLAND JOHNSON DR	MARTIN AVE TO ST JOHNS AVE	0.16	100%	\$ 1,018,000	\$ 1,018,000
	F-24	L2-2U-78	FAR WEST BLVD	FAR WEST BLVD TO FM 2222 RD	0.30	100%	\$ 1,724,000	\$ 1,724,000
	F-25	L3-3U-96	FAR WEST BLVD	MESA DR TO HART LN	0.67	100%	\$ 5,308,000	\$ 5,308,000
	F-26, I-27	4-4D-104-TxDOT	NORTHLAND DR	FM 2222 RD TO BALCONES DR	0.13	50%	\$ 37,000	\$ 18,500
	F-27	L3-4D-96	STECK AVE	MOPAC SVRD NB RAMP TO SHOAL CREEK BLVD	0.12	100%	\$ 162,000	\$ 162,000
	F-28	L3-4D-116	SHOAL CREEK BLVD	STECK AVE TO FOSTER LN	0.56	100%	\$ 795,000	\$ 795,000
	F-29	L2-3U-96	MORROW ST	LAMAR BLVD TO PAXTON ST	0.06	100%	\$ 510,000	\$ 510,000
SA F	Proj. #	Type	Intersection			% In Service Area	Total Project Cost	Cost in Service Area
	EI-21, FI-1	Intersection Improvements	N CAPITAL OF TEXAS HWY AND LAKEWOOD DR			50%	\$ 9,000,000	\$ 4,500,000
	EI-22, FI-2	Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD			50%	\$ 6,000,000	\$ 3,000,000
	EI-23, FI-3	Intersection Improvements	N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD			50%	\$ 6,000,000	\$ 3,000,000
	EI-24, FI-4	Intersection Improvements	N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL			50%	\$ 100,000	\$ 50,000
	EI-26, FI-5	Intersection Improvements	N CAPITAL OF TEXAS HWY AND RESEARCH BLVD			50%	\$ 324,000	\$ 162,000
	FI-6	Signalize	STECK AVE AND GREENSLOPE DR			100%	\$ 359,000	\$ 359,000
	FI-7	Intersection Improvements	BURNET RD AND STECK AVE			100%	\$ 1,421,000	\$ 1,421,000
	FI-8	Signalize	OHLEN RD AND PUTNAM DR			100%	\$ 300,000	\$ 300,000
	FI-9	Signalize	OHLEN RD AND CONTOUR DR			100%	\$ 300,000	\$ 300,000
	CI-30, FI-10	Intersection Improvements	FAIRFIELD DR AND RESEARCH BLVD			50%	\$ 71,000	\$ 35,500
	FI-11	Signalize	MESA DR AND GREYSTONE DR			100%	\$ 359,000	\$ 359,000
	FI-12	Intersection Improvements	FAR WEST BLVD AND HART LN			100%	\$ 94,000	\$ 94,000
	FI-13	Signalize	SPICEWOOD SPRINGS RD AND HART LN			100%	\$ 300,000	\$ 300,000
	FI-14	Intersection Improvements	W ANDERSON LN AND N MOPAC EXPY			100%	\$ 171,000	\$ 171,000
	FI-15	Signalize	SHOAL CREEK BLVD AND FOSTER LN			100%	\$ 359,000	\$ 359,000
	FI-16	Signalize	NORTHCROSS DR AND FOSTER LN			100%	\$ 300,000	\$ 300,000
	FI-17	Signalize	W ANDERSON LN AND ANDERSON SQUARE			100%	\$ 300,000	\$ 300,000
	FI-18	Signalize	ANDERSON LN AND WATSON ST			100%	\$ 300,000	\$ 300,000
	FI-19	Signalize	MORROW ST AND WOODROW AVE			100%	\$ 359,000	\$ 359,000
	FI-20	Signalize	YATES AVE AND JUSTIN LN			100%	\$ 359,000	\$ 359,000
	FI-21	Signalize	JUSTIN LN AND WOODROW AVE			100%	\$ 359,000	\$ 359,000
	FI-22	Signalize	N LAMAR BLVD AND CRESTLAND DR			100%	\$ 359,000	\$ 359,000
	FI-23	Intersection Improvements	N LAMAR BLVD AND W ST JOHNS AVE			100%	\$ 59,000	\$ 59,000
	FI-24	Intersection Improvements	AIRPORT BLVD AND N LAMAR BLVD			100%	\$ 10,000,000	\$ 10,000,000
	CI-33, FI-25	Intersection Improvements	N IH 35 AND E ANDERSON LN			50%	\$ 10,000,000	\$ 5,000,000
	FI-26, II-2	Add U-turn Lane	E ST JOHNS AVE AND N IH 35			50%	\$ 10,000,000	\$ 5,000,000
	FI-27, II-3	Signalize	FM 2222 RD AND MOUNT BONNELL RD			50%	\$ 300,000	\$ 150,000
	FI-28, II-3	Signalize	FM 2222 RD AND HIGHLAND HILLS CIR			50%	\$ 300,000	\$ 150,000
	FI-29, II-4	Intersection Improvements	FM 2222 RD AND NORTHLAND DR			50%	\$ 412,000	\$ 206,000
	FI-30, II-5	Intersection Improvements	W KOENIG LN AND N LAMAR BLVD			50%	\$ 256,000	\$ 118,000
	FI-31, II-6	Add Turn Lanes	W KOENIG LN AND GUADALUPE ST			50%	\$ 59,000	\$ 29,500
	FI-32	Signalize	AIRPORT BLVD AND HUNTLAND DR			100%	\$ 300,000	\$ 300,000
	FI-33	Signalize	AIRPORT BLVD AND CLAYTON LN			100%	\$ 300,000	\$ 300,000
	FI-34	Signalize	MIDDLE FISKVILLE RD AND CLAYTON LN			100%	\$ 359,000	\$ 359,000
	FI-35	Signalize	FAR WEST BLVD AND AUSTIN CENTER BLVD			100%	\$ 359,000	\$ 359,000
Service Area Roadway Project Cost Subtotal							\$ 64,016,500	
Service Area Intersection Project Cost Subtotal							\$ 38,777,000	
2019 Street Impact Fee Study Cost Per Service Area							\$ 83,109	
Total Cost in SERVICE AREA F							\$ 102,876,609	

- a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.
- b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.G – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area G**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA G	G-1	L2-2U-78	FERGUSON CTOF	US 290 TO 565' N OF OLD MANOR RD	0.31	100%	\$ 2,254,000	\$ 2,254,000
	G-2	L2-2U-78	FERGUSON CTOF	565' N OF OLD MANOR RD TO OLD MANOR RD	0.11	50%	\$ 691,000	\$ 345,500
	G-3	L2-2U-78	OLD MANOR RD	SPRINGDALE RD TO FERGUSON CUTOFF	0.52	100%	\$ 3,705,000	\$ 3,705,000
	G-4	L2-2U-78	OLD MANOR RD	FERGUSON CUTOFF TO 2595' E OF FERGUSON CUTOFF	0.49	50%	\$ 4,427,000	\$ 2,213,500
	G-5	L2-2U-78	OLD MANOR RD	2595' E OF FERGUSON CUTOFF TO 470' W OF KARLING DR	0.23	100%	\$ 1,649,000	\$ 1,649,000
	G-6	L2-2U-78	OLD MANOR RD	470' E OF KARLING DR TO 725' W OF KARLING DR	0.22	50%	\$ 1,224,000	\$ 612,000
	G-7	L2-2U-78	OLD MANOR RD	725' W OF KARLING DR TO 170' W OF DAFFAN LN	0.11	50%	\$ 711,000	\$ 355,500
	G-8	L2-2U-78	DAFFAN LN	OLD MANOR RD TO JOHNNY MORRIS RD	0.52	100%	\$ 3,110,000	\$ 3,110,000
	G-9	L3-4D-120	JOHNNY MORRIS RD	3394' N OF BREEZY HILL DR TO DAFFAN LN	0.37	50%	\$ 4,001,000	\$ 2,000,500
	G-10	L3-4D-120	JOHNNY MORRIS RD	430' N OF BREEZY HILL DR TO 3394' N OF BREEZY HILL DR	0.56	100%	\$ 6,005,000	\$ 6,005,000
	G-11	L3-4D-120	JOHNNY MORRIS RD	LOYOLA LN TO POINT NORTH DR	0.61	100%	\$ 6,490,000	\$ 6,490,000
	G-12	L2-2U-78	COLONY PARK DR-VALLEYFIELD DR CONNECTOR	COLONY PARK DR TO VALLEYFIELD DR	0.93	100%	\$ 5,248,000	\$ 5,248,000
	G-13	L2-2U-78	COLONY LOOP DR	VALLEYFIELD DR TO OVERTON ELEMENTARY SCHOOL DWY	0.39	100%	\$ 3,183,000	\$ 3,183,000
	G-14	L2-2U-78	WILMINGTON DR	LOYOLA LN TO COLONY LOOP DR	0.49	100%	\$ 2,965,000	\$ 2,965,000
	G-15	L3-4D-116-TxDOT	DECKER LN	1520' S OF LARICAL TRL TO 840' S OF LOYOLA LN	1.02	100%	\$ 144,000	\$ 144,000
	G-16	L3-4D-116-TxDOT	DECKER LN	W CREST LN TO 540' S OF LARICAL TRL	0.17	50%	\$ 347,000	\$ 173,500
	G-17	L3-4D-116-TxDOT	DECKER LN	DAFFAN LN (N) TO W CREST LN	0.39	50%	\$ 99,000	\$ 49,500
	G-18	L3-4D-116-TxDOT	DECKER LN	LINDELL LN TO DAFFAN LN (N)	1.15	50%	\$ 2,407,000	\$ 1,203,500
	G-19	L2-2U-78	LINDELL LN	1710' E OF DECKER LN TO DECKER LN	0.32	50%	\$ 1,914,000	\$ 957,000
	G-20	L2-2U-78	LINDELL LN	BLUE BLUFF RD TO 1710' E OF DECKER LN	0.98	100%	\$ 5,797,000	\$ 5,797,000
	G-21	L3-4D-120	BLUE BLUFF RD	LINDELL LN TO 1015' S OF SH 130 SB SVRD	0.18	100%	\$ 1,873,000	\$ 1,873,000
	G-22	L3-4D-120	E FARMER LN	1015' S OF SH 130 SB SVRD TO 675' N OF SH 130 NB SVRD	0.42	100%	\$ 4,961,000	\$ 4,961,000
	G-23	L3-4D-120	WILDHORSE CONNECTOR	BLUE BLUFF TO FM 973	0.92	100%	\$ 19,365,000	\$ 19,365,000
	G-24	L2-2U-78	BLUE BLUFF RD	711' S OF LINDELL LN TO LINDELL LN	0.13	100%	\$ 846,000	\$ 846,000
	G-25	L2-2U-78	BLUE BLUFF RD	BLOOR RD TO 711' S OF LINDELL LN	0.68	50%	\$ 4,080,000	\$ 2,040,000
	G-26	L2-2U-78	BLOOR RD	BLUE BLUFF RD TO 3150' E OF BLUE BLUFF RD	0.60	50%	\$ 3,374,000	\$ 1,687,000
	G-27	L2-2U-78	BLOOR RD	3150' E OF BLUE BLUFF RD TO 1796' W OF SH 130	0.51	100%	\$ 3,233,000	\$ 3,233,000
	G-28	L3-4D-116	BRAKER LN	DECKER LN TO BLOOR RD	2.57	100%	\$ 26,791,000	\$ 26,791,000
	G-29	L3-4D-120	BLOOR RD	1796' W OF SH 130 TO 552' W OF SH 130 SVRD SB	0.24	50%	\$ 2,101,000	\$ 1,050,500
	G-30	L4-4D-120-TxDOT	N FM 973 RD	MANOR CITY LIMITS TO 5860' S OF MANOR CITY LIMITS	1.11	50%	\$ 2,766,000	\$ 1,383,000
	G-31	L4-4D-120-TxDOT	N FM 973 RD	1050' N OF E BRAKER LN TO 1500' S OF E BRAKER LN	0.48	50%	\$ 1,354,000	\$ 677,000
	G-32	L4-4D-200-TxDOT	FM 973	E BRAKER LN TO 4400' S OF BRAKER LN	1.00	100%	\$ 2,392,000	\$ 2,392,000
	G-33	L3-4D-120	TAYLOR LN	2500' S OF GLASS RD TO E BRAKER LN	1.30	50%	\$ 13,887,000	\$ 6,943,500
	G-34	L3-4D-116	E BRAKER LN	PETRICHOR BLVD TO TAYLOR LN	1.44	100%	\$ 15,027,000	\$ 15,027,000
	G-35	L3-4D-120	DECKER LAKE RD	DECKER LN TO 1015' E OF DECKER LN	0.19	100%	\$ 2,063,000	\$ 2,063,000
	G-36	L3-4D-120	DECKER LAKE RD	1410' W OF IMPERIAL DR TO HOG EYE RD	0.58	50%	\$ 6,203,000	\$ 3,101,500
	G-37	L3-4D-120	DECKER LAKE RD	BLUE BLUFF RD TO FM 973	0.68	50%	\$ 7,233,000	\$ 3,616,500
	G-38	L4-4D-120-TxDOT	N FM 973 RD	DECKER LAKE RD TO 2400' N OF DECKER LAKE RD	0.48	100%	\$ 1,373,000	\$ 1,373,000
	G-39	L4-4D-120-TxDOT	N FM 973 RD	2400' N OF DECKER LAKE RD TO 770' W OF SH 130 SBFR	1.24	50%	\$ 3,091,000	\$ 1,545,500
	G-40	L3-4D-120	JOHNNY MORRIS RD	LOYOLA LN TO FM 969	1.33	100%	\$ 14,718,000	\$ 14,718,000
	G-41	L4-4D-154-TxDOT	FM 969 RD	US 183 TO DECKER LN	1.80	100%	\$ 8,082,553	\$ 8,082,553
	G-42	L3-4D-116	DECKER LN	FM 969 TO 846' N OF FM 969	0.16	100%	\$ 1,706,000	\$ 1,706,000
	G-43	L4-4D-130-TxDOT	FM 969 RD	DECKER LN TO 235' E OF BANTAM WOODS	0.31	100%	\$ 120,000	\$ 120,000
	G-44	L2-2U-OP-70	HESTER RD	BOLM RD TO SMITH RD	0.66	100%	\$ 6,629,000	\$ 6,629,000
	G-45	L3-4D-0	TUSCANY WAY	US 290 TO 720' S OF US 290	0.13	100%	\$ 700,000	\$ 700,000
	G-46	L3-4D-120	MANOR RD	ED BLUESTEIN BLVD TO ANDTREE BLVD	0.53	50%	\$ 1,645,000	\$ 822,500
	G-47	L3-4D-94	SPRINGDALE RD	COMMERCIAL PARK DR TO US 290	0.32	100%	\$ 460,000	\$ 460,000
	G-48	L3-4D-116	DECKER LN	846' N OF FM 969 TO 1850' N OF FM 969	0.20	50%	\$ 295,000	\$ 147,500
	G-49	L4-4D-120-TxDOT	N FM 973 RD	3170' S OF DECKER LAKE RD TO DECKER LAKE RD	0.59	50%	\$ 1,413,000	\$ 706,500
	G-50	L4-4D-130-TxDOT	FM 969 RD	DECKER LN TO 235' E OF BANTAM WOODS	0.19	100%	\$ 476,000	\$ 476,000
	G-51	L3-4D-120	TAYLOR LN	E BRAKER LN TO 3200' N OF E BRAKER LN	0.57	50%	\$ 6,050,000	\$ 3,025,000
	G-52	L3-4D-116-TxDOT	DECKER LN	540' S OF LARICAL TRL TO 1520' S OF LARICAL TRL	0.19	50%	\$ 672,000	\$ 336,000
	G-53	L2-2U-78	SMITH RD	ED BLUESTEIN BLVD TO ALLEYTON DR	0.31	100%	\$ 1,763,000	\$ 1,763,000

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**Table 5.G – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area G**

SA G	Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
SA G	GI-1	Signalize	DECKER LN AND LINDELL LN	25%	\$ 300,000	\$ 75,000
	GI-2	Signalize	BLUE BLUFF RD AND DECKER LN-BLOOR RD CONNECTOR	100%	\$ 359,000	\$ 359,000
	GI-3	Signalize	E PARMER LN / BLUE BLUFF AND SH 130	100%	\$ 477,000	\$ 477,000
	GI-4	Signalize	E PARMER LN AND WILDHORSE RANCH TRL	100%	\$ 359,000	\$ 359,000
	GI-5	Signalize	E PARMER LN AND NEW CONNECTION	100%	\$ 359,000	\$ 359,000
	GI-6	Signalize	E PARMER LN AND OLD HWY 20	75%	\$ 300,000	\$ 225,000
	GI-7	Signalize	N FM 973 RD AND WILDHORSE RANCH TRL	50%	\$ 359,000	\$ 179,500
	GI-8	Signalize	N FM 973 RD AND E BRAKER LN	50%	\$ 300,000	\$ 150,000
	GI-9	Signalize	E BRAKER LN AND FM 973-E BRAKER LN CONNECTOR	100%	\$ 300,000	\$ 300,000
	GI-10	Signalize	E BRAKER LN AND TAYLOR LN	75%	\$ 359,000	\$ 269,250
	GI-11	Intersection Improvements	JOHNNY MORRIS RD AND LOYOLA LN	100%	\$ 283,000	\$ 283,000
	GI-12	Signalize	LOYOLA LN AND SENDERO HILLS PKWY	100%	\$ 300,000	\$ 300,000
	GI-13	Signalize	DECKER LN AND COLONY LOOP LN	100%	\$ 300,000	\$ 300,000
	GI-14	Intersection Improvements	DECKER LN AND LOYOLA LN	100%	\$ 925,000	\$ 925,000
	GI-15	Decker Lake Rd at Blue Bluff Rd	DECKER LAKE RD AND BLUE BLUFF RD	25%	\$ 359,000	\$ 89,750
	GI-16	Signalize	N FM 973 RD AND DECKER LAKE RD	75%	\$ 359,000	\$ 269,250
	GI-17	Intersection Improvements	FM 969 RD AND CRAIGWOOD DR	100%	\$ 201,000	\$ 201,000
	GI-18	Intersection Improvements	FM 969 RD AND JOHNNY MORRIS RD	100%	\$ 484,000	\$ 484,000
	GI-19	Signalize	FM 969 RD AND NIXON LN	100%	\$ 300,000	\$ 300,000
	GI-20	Intersection Improvements	FM 969 RD AND DECKER LN	100%	\$ 1,120,000	\$ 1,120,000
	GI-21	Signalize	FM 969 RD AND PARK AT WOODLANDS DR	100%	\$ 300,000	\$ 300,000
	GI-22	Signalize	LOYOLA LN AND COLONY LOOP DR/CIELO VISTA DR	100%	\$ 300,000	\$ 300,000
					Service Area Roadway Project Cost Subtotal	\$ 188,121,053
					Service Area Intersection Project Cost Subtotal	\$ 7,624,750
					2019 Street Impact Fee Study Cost Per Service Area	\$ 83,109
					Total Cost in SERVICE AREA G	\$ 195,828,912

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**Table 5.H – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area H**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA H	E-7, H-1	L3-3U-S-100	BULLICK HOLLOW RD	FM 620 TO FM 2769	3.08	50%	\$ 22,944,000	\$ 11,472,000
	H-2	L4-3U-125-TxDOT	RR 2222 TO RM 620 BYPASS	FM 2222 TO FM 620	0.42	100%	\$ 1,811,000	\$ 1,811,000
	E-9, H-3	L4-6D-147-TxDOT	RM 2222 RD	FM 620 BYPASS TO RIBELIN RANCH RD	1.32	50%	\$ 5,689,000	\$ 2,844,500
	H-4	L3-3U-S-100	CITY PARK RD	FM 2222 TO 183 E OF WEST COURTYARD DR	0.41	100%	\$ 2,271,000	\$ 2,271,000
	H-5	L3-3U-S-100	CITY PARK RD	183 E OF WEST COURTYARD DR TO 870 W OF BRIDGE FORD RD	0.69	50%	\$ 3,799,000	\$ 1,899,500
	H-6	L5-6D-125-TxDOT	N RM 620 RD	FM 2222 RD TO MARSHALL FORD RD	2.23	100%	\$ 6,063,000	\$ 6,063,000
	H-7	L5-6D-125-TxDOT	N RM 620 RD	MARSHALL FORD RD TO LOW WATER CROSSING RD	1.37	100%	\$ 3,723,000	\$ 3,723,000
	Proj. #	Intersection Improvements	Type	Intersection		% In Service Area	Total Project Cost	Cost in Service Area
	EI-15, HI-1		Intersection Improvements	N FM 620 RD AND FM 2222 RD		50%	\$ 583,000	\$ 291,500
	EI-16, HI-2		Intersection Improvements	FM 2222 RD AND RIVER PLACE BLVD		50%	\$ 500,000	\$ 250,000
	HI-3		Signalize	RIVER PLACE BLVD AND 6570 BLOCK		100%	\$ 359,000	\$ 359,000
	EI-20, HI-4		Intersection Improvements	FM 2222 RD AND JESTER BLVD		50%	\$ 150,000	\$ 75,000
	HI-5, II-1		Intersection Improvements	N CAPITAL OF TEXAS HWY AND COURTYARD DR		50%	\$ 14,000,000	\$ 7,000,000

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**Table 5.1– 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area I**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA I	I-1	L3-4D-120	N LAMAR BLVD	KOENIG LN TO 200' S OF CAPITOL CT	0.60	100%	\$ 1,823,000	\$ 1,823,000
	I-2	L3-4D-120	AIRPORT BLVD	450' N OF MIDDLE FISKVILLE RD TO 45TH ST	1.07	100%	\$ 3,179,000	\$ 3,179,000
	I-3	L2-4D-94	W 51ST ST	LAMAR BLVD TO GUADALUPE ST	0.16	100%	\$ 220,000	\$ 220,000
	I-4	L3-4D-94	W 45TH ST	ROSEDALE AVE TO MAYBELLE AVE	0.13	100%	\$ 184,000	\$ 184,000
	I-5	L3-4D-94	W 45TH ST	MAYBELLE AVE TO MARATHON BLVD	0.12	100%	\$ 1,378,000	\$ 1,378,000
	I-6	L3-4D-94	W 45TH ST	MARATHON BLVD TO AVENUE A	0.47	100%	\$ 1,399,000	\$ 1,399,000
	I-7	L3-4U-110	W GUADALUPE ST	GUADALUPE ST TO 47TH ST	0.25	100%	\$ 3,165,000	\$ 3,165,000
	I-8	L1-2U-OP-60	SHOALWOOD AVE-SHOAL CREEK BLVD CONNECTOR	SHOALWOOD AVE TO SHOAL CREEK BLVD	0.04	100%	\$ 146,000	\$ 146,000
	I-9	L3-4D-96	N LAMAR BLVD	30TH ST TO 45TH ST	1.14	100%	\$ 1,476,000	\$ 1,476,000
	I-10	L2-2U-OP-92	W 43RD ST	GUADALUPE ST TO N LAMAR BLVD	0.34	100%	\$ 2,467,000	\$ 2,467,000
	I-11	L3-3U-80	W 38TH ST	AVENUE B TO SPEEDWAY	0.19	100%	\$ 1,746,000	\$ 1,746,000
	I-12	L3-4D-100	GUADALUPE ST	29TH ST TO W GUADALUPE ST	1.26	100%	\$ 3,741,000	\$ 3,741,000
	I-13	L2-2U-OP-70	E 41ST ST	PECK AVE TO RED RIVER ST	0.27	100%	\$ 2,847,000	\$ 2,847,000
	I-14	L3-4D-94	W 35TH ST	JEFFERSON LN TO 35TH ST CUTOFF	0.09	100%	\$ 275,000	\$ 275,000
	I-15	L3-4D-94	W 35TH ST CTOF	W 35TH ST TO W 38TH ST	0.11	100%	\$ 350,000	\$ 350,000
	I-16	L3-4D-104	W 38TH ST	35TH ST CUTOFF TO MEDICAL PKWY	0.29	100%	\$ 874,000	\$ 874,000
	I-17	L3-4D-94	W 38TH ST	LAMAR BLVD TO AVENUE B	0.46	100%	\$ 1,360,000	\$ 1,360,000
	I-18	L3-4D-100	RED RIVER ST	DEEN KEATON TO MLK JR BLVD	0.27	100%	\$ 821,000	\$ 821,000
	I-19	L3-4D-94	N LAMAR BLVD	MLK JR BLVD TO 24TH ST	0.36	100%	\$ 475,000	\$ 475,000
	DT-3, I-20	L3-4D-100	N LAMAR BLVD	MARTIN LUTHER KING JR BLVD TO 15TH ST	0.19	50%	\$ 276,000	\$ 138,000
	DT-2, I-21	L3-5U-80	W MARTIN LUTHER KING JR BLVD	IH-35 SVRD SB TO PEARL ST	1.02	50%	\$ 3,042,000	\$ 1,521,000
	I-22	L3-3U-80	ENFIELD RD	EXPOSITION BLVD TO LAKE AUSTIN BLVD	0.80	100%	\$ 7,376,000	\$ 7,376,000
	I-23	L3-4D-116	LAKE AUSTIN BLVD	VETERANS DR TO ENFIELD RD	1.20	100%	\$ 14,557,000	\$ 14,557,000
	I-24, K-2	L3-3U-100	REDBUD TRL	LAKE AUSTIN BLVD TO STRATFORD DR	0.54	50%	\$ 53,300,000	\$ 26,650,000
	DT-11, I-25	L3-4D-80	N LAMAR BLVD	6TH ST TO PARKWAY (184' N OF 12TH ST)	0.53	50%	\$ 682,000	\$ 341,000
	I-26	L2-2U-OP-92	PRESSLER ST	PRESSLER ST TO RESERVE RD	0.06	100%	\$ 1,745,000	\$ 1,745,000
	F-26, I-27	L4-4D-104-T&DO	NORTHLAND DR	FM 2222 RD TO BALCONES DR	0.13	50%	\$ 38,000	\$ 19,000
	I-28	L3-3U-74	HANCOCK DR	WEST FRANCES PL TO BULL CREEK RD	0.32	100%	\$ 2,214,000	\$ 2,214,000
	I-29	L2-2U-60	BRUNING AVE	DUVAL ST TO CLARKSON AVE	0.26	100%	\$ 1,123,000	\$ 1,123,000
	I-30	L3-3U-74	EXPOSITION BLVD	W 35TH ST TO ENFIELD RD	1.53	100%	\$ 10,513,000	\$ 10,513,000
	I-31	L3-4D-94	N LAMAR BLVD	W 29TH ST TO SHOAL CREEK BLVD	0.60	100%	\$ 6,034,000	\$ 6,034,000
	I-32	L2-2U-78	NUECES ST	GUADALUPE ST TO 24TH ST	0.47	100%	\$ 386,000	\$ 386,000
	I-33	L3-3U-110	RED RIVER ST	E 32ND ST TO 31ST ST	0.07	100%	\$ 599,000	\$ 599,000
	DT-10, I-34	L3-4D-80	N LAMAR BLVD	PARKFIELD TO 15TH ST	0.11	50%	\$ 161,000	\$ 80,500
	I-35	L3-3U-78	RED RIVER ST	ROBERT DEDMAN TO E MARTIN LUTHER KING JR BLVD	0.26	100%	\$ 1,863,000	\$ 1,863,000
	I-36	L2-2U-92	PRESSLER ST	5TH ST TO END	0.08	100%	\$ 1,308,000	\$ 1,308,000
	I-37	L2-4D-120	E 41ST ST	RED RIVER ST TO INTERSTATE 35	0.29	100%	\$ 3,562,000	\$ 3,562,000

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**Table 5.I– 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area I**

Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
HI-5, II-1	Intersection Improvements	N CAPITAL OF TEXAS HWY AND COURTYARD DR	50%	\$ 14,000,000	\$ 7,000,000
FI-27, II-2	Signalize	FM 2222 RD AND MOUNT BONNELL RD	50%	\$ 300,000	\$ 150,000
FI-28, II-3	Signalize	FM 2222 RD AND HIGHLAND HILLS CIR	50%	\$ 642,000	\$ 321,000
FI-29, II-4	Intersection Improvements	FM 2222 RD AND NORTHLAND DR	50%	\$ 412,000	\$ 206,000
FI-30, II-5	Intersection Improvements	W KOENIG LN AND N LAMAR BLVD	50%	\$ 236,000	\$ 118,000
FI-31, II-6	Add Turn Lanes	W KOENIG LN AND GUADALUPE ST	50%	\$ 59,000	\$ 29,500
II-7	Intersection Improvements	BULL CREEK RD AND HANCOCK DR	100%	\$ 118,000	\$ 118,000
II-8	Signalize	BURNET RD AND HOUSTON ST	100%	\$ 300,000	\$ 300,000
II-9	Signalize	W NORTH LOOP BLVD AND WOODROW AVE	100%	\$ 359,000	\$ 359,000
II-10	Signalize	W NORTH LOOP BLVD AND GROVER AVE	100%	\$ 359,000	\$ 359,000
II-11	Intersection Improvements	BURNET RD AND W 49TH ST	100%	\$ 236,000	\$ 236,000
II-12	Intersection Improvements	N LAMAR BLVD AND W 51ST ST	100%	\$ 271,000	\$ 271,000
II-13	Intersection Improvements	W 51ST ST AND GUADALUPE ST	100%	\$ 389,000	\$ 389,000
II-14	Intersection Improvements	E 51ST ST AND BRUNING AVE/DUVAL ST	100%	\$ 312,000	\$ 312,000
II-15	Intersection Improvements	W 45TH ST AND BULL CREEK RD	100%	\$ 500,000	\$ 500,000
II-16	Extend Turn Lane	BURNET RD AND W 45TH ST	100%	\$ 118,000	\$ 118,000
II-17	Intersection Improvements	N LAMAR BLVD AND W 45TH ST	100%	\$ 118,000	\$ 118,000
II-18	Intersection Improvements	RED RIVER ST AND E 41ST ST	100%	\$ 236,000	\$ 236,000
II-19	Intersection Improvements	W 35TH ST AND JACKSON AVE	100%	\$ 100,000	\$ 100,000
II-20	Intersection Improvements	W 38TH ST AND MEDICAL PKWY	100%	\$ 153,000	\$ 153,000
II-21	Intersection Improvements	W 38TH ST AND SPEEDWAY	100%	\$ 236,000	\$ 236,000
II-22	Intersection Improvements	RED RIVER ST AND E 38TH HALF ST	100%	\$ 200,000	\$ 200,000
II-23	Intersection Improvements	GUADALUPE ST AND W 34TH ST	100%	\$ 59,000	\$ 59,000
II-24	Intersection Improvements	N LAMAR BLVD AND W 29TH ST	100%	\$ 118,000	\$ 118,000
II-25	Intersection Improvements	GUADALUPE ST AND W 30TH ST	100%	\$ 1,043,000	\$ 1,043,000
II-26	Signalize	ENFIELD RD AND PECOS ST	100%	\$ 359,000	\$ 359,000
II-27	Intersection Improvements	WINDSOR RD AND HARTFORD RD	100%	\$ 118,000	\$ 118,000
II-28	Intersection Improvements	24TH ST AND HARRIS BLVD	100%	\$ 300,000	\$ 300,000
II-29	Intersection Improvements	24TH ST AND WINDSOR DR	100%	\$ 300,000	\$ 300,000
II-30	Intersection Improvements	W 24TH ST AND SAN GABRIEL ST	100%	\$ 100,000	\$ 100,000
II-31	Intersection Improvements	GUADALUPE ST AND W 24TH ST	100%	\$ 418,000	\$ 418,000
II-32	Intersection Improvements	RED RIVER ST AND CLYDE LITTLEFIELD DR	100%	\$ 100,000	\$ 100,000
II-33	Intersection Improvements	ENFIELD RD AND HARTFORD RD	100%	\$ 236,000	\$ 236,000
II-34	Intersection Improvements	ENFIELD RD AND WEST LYNN ST	100%	\$ 236,000	\$ 236,000
DTI-1, II-35	Intersection Improvements	W MARTIN LUTHER KING JR BLVD AND NUECES ST	50%	\$ 1,043,000	\$ 521,500
II-36	Signalize	RED RIVER ST AND ROBERT DEDMAN DR	100%	\$ 300,000	\$ 300,000
II-37	Intersection Improvements	EXPOSITION BLVD AND LAKE AUSTIN BLVD	100%	\$ 118,000	\$ 118,000
II-38	Signalize	6TH ST AND PATTERSON AVE	100%	\$ 359,000	\$ 359,000
DTI-22, II-39	Signalize	N LAMAR BLVD AND SANDRA MURKIDA WAY	50%	\$ 300,000	\$ 150,000
II-40	Intersection Improvements	BALCONES DR AND PARKCREST DR	100%	\$ 300,000	\$ 300,000
II-41	Signalize	W 5TH ST AND WEST LYNN ST	100%	\$ 300,000	\$ 300,000
Service Area Roadway Project Cost Subtotal					\$ 107,955,500
Service Area Intersection Project Cost Subtotal					\$ 17,265,000
2019 Street Impact Fee Study Cost Per Service Area					\$ 83,109
Total Cost in SERVICE AREA I					\$ 125,303,609

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**Table 5.J– 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area J**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA J	J-1	L3-4D-130	MANOR RD	US 183 TO ROCKHURST LN	0.28	100%	\$ 843,000	\$ 843,000
	J-2	L2-2U-78	RANGOON RD	E 51ST ST TO SPRINGDALE RD	1.02	100%	\$ 6,095,000	\$ 6,095,000
	J-3	L2-2U-60	ROGGE LN	320' W OF CHADWYCK DR TO SPRINGDALE RD	0.19	100%	\$ 921,000	\$ 921,000
	J-4	L3-4D-116	E 51ST ST	INTERSTATE 35 NB SVRD TO MUELLER BLVD	0.47	100%	\$ 1,409,000	\$ 1,409,000
	J-5	L3-4D-116	E 51ST ST	ALDRICH ST TO BERKMAN DR	0.13	100%	\$ 410,000	\$ 410,000
	J-6	L2-2U-60	PECAN SPRINGS RD	MANOR RD TO E 51ST ST	0.46	100%	\$ 2,153,000	\$ 2,153,000
	J-7	L2-2U-78	NORWOOD HILL RD	SPRINGDALE RD TO 51ST ST	0.31	100%	\$ 1,932,000	\$ 1,932,000
	J-8	L2-2U-60	ROGGE LN	MANOR RD TO GLOUCESTER LN	0.15	100%	\$ 661,000	\$ 661,000
	J-9	L3-3U-100	OLD MANOR RD	51ST ST TO MANOR RD	0.21	100%	\$ 2,024,000	\$ 2,024,000
	J-10	L1-2U-OP-60	SPRINGDALE RD-WALDEN CIR CONNECTOR	SPRINGDALE RD TO WALDEN CIR	0.07	100%	\$ 273,000	\$ 273,000
	J-11	L2-2U-78	E 51ST-BUNDYHILL DR CONNECTOR	E 51ST ST TO BUNDYHILL DR	0.06	100%	\$ 405,000	\$ 405,000
	J-12	L2-2U-78	E 51ST ST-NORTHDALE DR CONNECTOR	51ST ST TO NORTHDALE DR	0.37	100%	\$ 2,196,000	\$ 2,196,000
	J-13	L1-2U-OP-60	ALEXANDER AVE TO REAL ST CONNECTOR	ALEXANDER AVE TO REAL ST	0.13	100%	\$ 471,000	\$ 471,000
	J-14	L1-2U-OP-60	REAL ST	ALEXANDER AVE TO RAILROAD	0.07	100%	\$ 239,000	\$ 239,000
	J-15	L1-2U-OP-60	E MARTIN LUTHER KING JR BLVD CONNECTOR	REAL ST TO MLK JR BLVD	0.07	100%	\$ 269,000	\$ 269,000
	J-16	L1-2U-OP-60	BEDFORD ST	HARGRAVE ST TO SOL WILSON AVE CONNECTOR TO BEDFORD ST	0.06	100%	\$ 230,000	\$ 230,000
	J-17	L2-2U-OP-92	HARGRAVE ST-SOL WILSON AVE CONNECTOR	HARGRAVE ST TO SOL WILSON AVE	0.09	100%	\$ 527,000	\$ 527,000
	J-18	L1-2U-OP-60	SOL WILSON AVE	MCCLAIN ST TO END	0.05	100%	\$ 190,000	\$ 190,000
	J-19	L1-2U-OP-60	MC CLAIN ST	OAK SPRINGS DR TO SOL WILSON AVE	0.18	100%	\$ 661,000	\$ 661,000
	J-20	L3-4D-120-TxDO	AIRPORT BLVD	MANOR RD TO 230' S OF SPRINGDALE RD	1.63	100%	\$ 4,892,000	\$ 4,892,000
	J-21	L3-4D-120-TxDO	E MARTIN LUTHER KING JR BLVD	AIRPORT BLVD TO PEREZ ST	0.66	100%	\$ 469,000	\$ 469,000
	J-22	L3-4D-120-TxDO	E MARTIN LUTHER KING JR BLVD	PEREZ ST TO EASTDALE DR	1.36	100%	\$ 3,399,000	\$ 3,399,000
	J-23	L2-2U-78	TRACOR LN	TANNEHILL LN TO US 183 SB SVRD	0.33	100%	\$ 1,969,000	\$ 1,969,000
	J-24	L2-2U-OP-70	AXEL LN-BLUESTEIN DR CONNECTOR	AXEL LN TO BLUESTEIN DR	0.23	100%	\$ 1,188,000	\$ 1,188,000
	J-25	L2-2U-60	HUDSON ST	DELANO ST TO ED BLUESTEIN BLVD (US 183)	0.57	100%	\$ 2,437,000	\$ 2,437,000
	J-26	L2-2U-60	HAROLD CT	HAROLD CT TO HAROLD CT	0.16	100%	\$ 701,000	\$ 701,000
	J-27	L2-2U-64	JAIN LN	STUART CIR TO SHADY LN	0.17	100%	\$ 789,000	\$ 789,000
	J-28	L3-4D-120-TxDO	AIRPORT BLVD	250' N OF BOLM RD TO LEVANDER LOOP	0.54	100%	\$ 735,000	\$ 735,000
	J-29	L3-4D-116	E 7TH ST	ATTAYAC ST TO N PLEASANT VALLEY RD	1.21	100%	\$ 3,578,000	\$ 3,578,000
	J-30	L1-2U-OP-60	SAN MARCOS ST	E 5TH ST TO E 4TH ST	0.07	100%	\$ 239,000	\$ 239,000
	J-31	L1-2U-OP-60	ONION ST	E 5TH ST TO ONION ST	0.03	100%	\$ 121,000	\$ 121,000
	J-32	L1-2U-OP-60	CHALMERS AVE	5TH ST TO 6TH ST	0.07	100%	\$ 263,000	\$ 263,000
	J-33	L2-2U-OP-70	GONZALES ST	RAMOS ST TO TILLERY ST	0.13	100%	\$ 1,038,000	\$ 1,038,000
	J-34	L3-4D-116	E 7TH ST	ALLEN ST TO LEVANDER LOOP	0.64	100%	\$ 7,406,000	\$ 7,406,000
	J-35	L1-2U-OP-60	MANSELL AVE-E 7TH ST CONNECTOR	MANSELL AVE TO E 7TH ST	0.04	100%	\$ 153,000	\$ 153,000
	J-36	L3-4D-104	E CESAR CHAVEZ ST	PLEASANT VALLEY RD TO E 5TH ST	0.96	100%	\$ 11,099,000	\$ 11,099,000
	J-37	L3-4D-130	MANOR RD	ROCKHURST TO KINGS PT	0.06	100%	\$ 756,000	\$ 756,000
	J-38	L3-4D-104	SPRINGDALE RD	NORTHEAST DR TO MANOR RD	0.15	100%	\$ 1,489,000	\$ 1,489,000
	J-39	L2-3U-74	BERKMAN DR	GLENVALLEY DR TO CHATHAM AVE	0.10	100%	\$ 970,000	\$ 970,000
	J-40	L3-4D-94	CAMERON RD	US 290 TO 51ST ST	1.16	100%	\$ 12,801,000	\$ 12,801,000
	J-41	L3-4D-96	E 51ST ST	SPRINGDALE RD TO RANGOON RD	0.81	100%	\$ 7,584,000	\$ 7,584,000
	J-42	L3-4D-140-TxDO	E MARTIN LUTHER KING JR BLVD	EASTDALE DR TO US 183	0.22	100%	\$ 481,000	\$ 481,000
	J-43	L3-3U-80	MANOR RD	DEAN KEETON TO CHESTNUT AVE	0.14	100%	\$ 1,250,000	\$ 1,250,000
	J-44	L3-4D-94	E 7TH ST	INTERSTATE 35 NB TO ATTAYAC ST	0.32	100%	\$ 3,517,000	\$ 3,517,000
	J-45	L2-3U-100	SHADY LN	E 7TH ST TO E 5TH ST	0.09	100%	\$ 860,000	\$ 860,000
	J-46	L3-3U-74	E CESAR CHAVEZ ST	SAN MARCOS ST TO N PLEASANT VALLEY RD	1.41	100%	\$ 13,011,000	\$ 13,011,000
	J-47	L3-3U-80	N PLEASANT VALLEY RD	WEBBERVILLE DR TO E 7TH ST	0.39	100%	\$ 3,633,000	\$ 3,633,000
	J-48	L2-2U-OP-78	E 5TH ST	ONION ST TO N PLEASANT VALLEY DR	1.09	100%	\$ 7,987,000	\$ 7,987,000
	J-49	L3-4D-120	N PLEASANT VALLEY RD	CANTERBURY ST TO LAKE	0.08	100%	\$ 285,000	\$ 285,000

- c. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.
- d. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.J– 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area J**

Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
DI-34; JI-1	Intersection Improvements	N IH 35 AND E ANDERSON LN	50%	\$ 10,000,000	\$ 5,000,000
FI-26; JI-2	Add U-turn Lane	E ST JOHNS AVE AND N IH 35	50%	\$ 10,000,000	\$ 5,000,000
JI-3	Intersection Improvements	CAMERON RD AND E US 290 HWY	100%	\$ 255,000	\$ 255,000
JI-4	Roundabout	GASTON PL DR AND BRIAR CLIFF DR	100%	\$ 2,300,000	\$ 2,300,000
JI-5	Roundabout	NORTH HAMPTON DR AND GASTON PLACE DR	100%	\$ 2,300,000	\$ 2,300,000
JI-6	Signalize	NORTHEAST DR AND N HAMPTON DR	100%	\$ 300,000	\$ 300,000
JI-7	Roundabout	MANOR RD AND SPRINGDALE RD	100%	\$ 2,300,000	\$ 2,300,000
JI-8	Signalize	BARBARA JORDAN BLVD AND MUELLER BLVD	100%	\$ 359,000	\$ 359,000
JI-9	Signalize	E 51ST ST AND VAUGHAN ST	100%	\$ 300,000	\$ 300,000
JI-10	Signalize	51ST ST AND TILLEY ST	100%	\$ 300,000	\$ 300,000
JI-11	Roundabout	OLD MANOR RD AND WESTMINSTER DR	100%	\$ 2,300,000	\$ 2,300,000
JI-12	Signalize	SPRINGDALE RD AND NORWOOD HILL RD	100%	\$ 359,000	\$ 359,000
JI-13	Intersection Improvements	AIRPORT BLVD AND WILSHIRE BLVD	100%	\$ 236,000	\$ 236,000
JI-14	Signalize	MANOR RD AND ZACH SCOTT ST	100%	\$ 300,000	\$ 300,000
JI-15	Intersection Improvements	AIRPORT BLVD AND MANOR RD	100%	\$ 988,000	\$ 988,000
JI-16	Intersection Improvements	MANOR RD AND ANCHOR LN	100%	\$ 625,000	\$ 625,000
JI-17	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND COMAL ST	100%	\$ 418,000	\$ 418,000
JI-18	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND CHICON ST	100%	\$ 418,000	\$ 418,000
JI-19	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND CHESTNUT AVE	100%	\$ 418,000	\$ 418,000
JI-20	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND CEDAR AVE	100%	\$ 418,000	\$ 418,000
JI-21	Intersection Improvements	MARTIN LUTHER KING JR BLVD AND ALEXANDER AV	100%	\$ 418,000	\$ 418,000
JI-22	Intersection Improvements	AIRPORT BLVD AND E MARTIN LUTHER KING JR BLVD	100%	\$ 949,000	\$ 949,000
JI-23	Intersection Improvements	E MARTIN LUTHER KING JR BLVD AND SPRINGDALE RD	100%	\$ 354,000	\$ 354,000
JI-24	Signalize	MARTIN LUTHER KING JR BLVD AND OLDFORT HILL DR	100%	\$ 300,000	\$ 300,000
JI-25	Signalize	WEBBERVILLE RD AND TANNEHILL LN	100%	\$ 300,000	\$ 300,000
JI-26	Roundabout	ROSEWOOD AVE AND HARGRAVE ST	100%	\$ 2,300,000	\$ 2,300,000
JI-27	Intersection Improvements	SPRINGDALE RD AND E 12TH ST	100%	\$ 595,000	\$ 595,000
JI-28	Roundabout	HARGRAVE ST AND E 12TH ST	100%	\$ 2,300,000	\$ 2,300,000
JI-29	Roundabout	ROSEWOOD DR AND WEBBERVILLE RD	100%	\$ 2,300,000	\$ 2,300,000
JI-30	Intersection Improvements	AIRPORT BLVD AND OAK SPRINGS DR	100%	\$ 118,000	\$ 118,000
JI-31	Signalize	6TH ST AND SAN MARCOS ST	100%	\$ 359,000	\$ 359,000
JI-32	Signalize	7TH ST AND WALLER ST	100%	\$ 359,000	\$ 359,000
JI-33	Intersection Improvements	E 7TH ST AND ATTAYAC ST	100%	\$ 595,000	\$ 595,000
JI-34	Intersection Improvements	AIRPORT BLVD AND SPRINGDALE RD	100%	\$ 118,000	\$ 118,000
JI-35	Signalize	SPRINGDALE RD AND GOVALLE AVE	100%	\$ 359,000	\$ 359,000
JI-36	Signalize	E CESAR CHAVEZ ST AND SAN MARCOS ST	100%	\$ 359,000	\$ 359,000
JI-37	Signalize	E 6TH ST AND ROBERT T MARTINEZ JR ST	100%	\$ 359,000	\$ 359,000
JI-38	Intersection Improvements	E 7TH ST AND N PLEASANT VALLEY RD	100%	\$ 118,000	\$ 118,000
JI-39	Intersection Improvements	AIRPORT BLVD AND SHADY LN	100%	\$ 150,000	\$ 150,000
JI-40	Signalize	GARDNER RD AND JAIN LN	100%	\$ 300,000	\$ 300,000
JI-41	Signalize	E 5TH ST AND PEDERNALES ST	100%	\$ 359,000	\$ 359,000
JI-42	Intersection Improvements	E 5TH ST AND N PLEASANT VALLEY RD	100%	\$ 418,000	\$ 418,000
JI-43	Intersection Improvements	E 2ND ST AND N PLEASANT VALLEY RD	100%	\$ 418,000	\$ 418,000
JI-44	Intersection Improvements	SPRINGDALE RD AND E CESAR CHAVEZ ST	100%	\$ 713,000	\$ 713,000
JI-45	Intersection Improvements	E CESAR CHAVEZ ST AND N PLEASANT VALLEY RD	100%	\$ 300,000	\$ 300,000
JI-46	Signalize	E CESAR CHAVEZ ST AND LINDEN ST	100%	\$ 654,000	\$ 654,000
JI-47	Intersection Improvements	AIRPORT BLVD AND LEVANDER LOOP	100%	\$ 118,000	\$ 118,000
JI-48	Signalize	BOLM RD AND GARDNER RD	100%	\$ 359,000	\$ 359,000
JI-49	Intersection Improvements	AIRPORT BLVD AND PARKWOOD RD/CRESTWOOD RD	100%	\$ 418,000	\$ 418,000
JI-50	Signalize	E CESAR CHAVEZ ST AND CHALMERS AVE	100%	\$ 359,000	\$ 359,000
JI-51	Signalize	ROSEWOOD AVE AND ANGELINA ST	100%	\$ 359,000	\$ 359,000
JI-52	Signalize	BERKMAN DR AND PATTON LN	100%	\$ 300,000	\$ 300,000
JI-53	Signalize	MANOR RD AND ALEXANDER AVE	100%	\$ 359,000	\$ 359,000
Service Area Roadway Project Cost Subtotal				\$	117,009,000
Service Area Intersection Project Cost Subtotal				\$	43,038,000
2019 Street Impact Fee Study Cost Per Service Area				\$	83,109
Total Cost in SERVICE AREA J				\$	160,130,109

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- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.K– 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area K**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area		
SA K	K-1	L2-2U-80	WESTLAKE DR	LAKEPLACE LN TO 750' S OF THE HIGH RD	3.17	100%	\$ 16,501,000	\$ 16,501,000		
	I-24, K-2	L3-3U-S-100	REDBUD TRL	LAKE AUSTIN BLVD TO STRATFORD DR	0.54	50%	\$ 53,300,000	\$ 26,650,000		
	K-3	L2-2U-78	STRATFORD DR	MOPAC BRIDGE TO ELGIN AVE	0.37	100%	\$ 1,916,000	\$ 1,916,000		
	K-4	L3-3U-80	BARTON CREEK BLVD	1400' N OF SOUTHWEST PKWY TO 1300' N OF HENRY MARX LN	0.55	100%	\$ 4,120,000	\$ 4,120,000		
	K-5	L2-2U-78	FOSTER RANCH RD	TRAVIS COUNTRY CIR TO 650' N OF SOUTHWEST PKWY	0.34	100%	\$ 1,904,000	\$ 1,904,000		
	K-6	L2-2U-78	FOSTER RANCH RD	650' N OF SOUTHWEST PKWY TO SOUTHWEST PKWY	0.12	100%	\$ 776,000	\$ 776,000		
	K-7	L3-3U-80	WESTLAKE DR	LONG CAMP DR TO CITY LIMITS	0.57	100%	\$ 4,320,000	\$ 4,320,000		
	K-8	L3-3U-S-100	REDBUD TRL	STRATFORD DR TO 280' E OF WESTLAKE DR	0.45	100%	\$ 2,633,000	\$ 2,633,000		
	Proj. #	Intersection Improvements	Type	Intersection		% In Service Area	Total Project Cost	Cost in Service Area		
	KI-1		Intersection Improvements	N CAPITAL OF TEXAS HWY AND WESTLAKE DR		100%	\$ 14,000,000	\$ 14,000,000		
	KI-2		Signalize	REDBUD TRL AND STRATFORD DR		100%	\$ 300,000	\$ 300,000		
	KI-3		Signalize	CAPITAL OF TEXAS HWY AND PARKSTONE HEIGHTS DR		100%	\$ 477,000	\$ 477,000		
	KI-4		Signalize	WALSH TARTLTON LN AND THOUSAND OAKS COVE		100%	\$ 359,000	\$ 359,000		
	KI-5, MI-1		Dual Left Turn Lane	HWY 71 AND SOUTHWEST PKWY		50%	\$ 201,000	\$ 100,500		
	KI-6, MI-2		Intersection Improvements	SOUTHWEST PKWY AND TRAVIS COOK RD		50%	\$ 150,000	\$ 75,000		
	KI-7, MI-3		Signalize	SOUTHWEST PKWY AND BELGRADE DR		50%	\$ 300,000	\$ 150,000		
	KI-8, MI-4		Intersection Improvements	SOUTHWEST PKWY AND W WILLIAM CANNON DR		50%	\$ 1,605,000	\$ 802,500		
	KI-9		Signalize	WALSH TARTLTON LN AND TAMARRON BLVD		100%	\$ 359,000	\$ 359,000		
			Service Area Roadway Project Cost Subtotal							\$ 58,820,000
			Service Area Intersection Project Cost Subtotal							\$ 16,623,000
			2019 Street Impact Fee Study Cost Per Service Area							\$ 83,109
			Total Cost in SERVICE AREA K							\$ 75,526,109

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- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.L – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area L**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA L	L-1	L2-2U-80	STRATFORD DR	MOPAC TO LOU NEFF RD	0.25	100%	\$ 1,301,000	\$ 1,301,000
	L-2	L2-2U-80	AZIE MORTON RD	BARTON SPRINGS RD TO BARTON HILLS DR	0.46	100%	\$ 2,595,000	\$ 2,595,000
	L-3	L3-4D-120-TxDOT	S LAMAR BLVD	BARTON SPRINGS RD TO S LAMAR SVRD	2.76	100%	\$ 8,480,000	\$ 8,480,000
	L-4	L2-2U-OP-70	DEL CURTO RD	BLUEBONNET LN TO LIGHTSEY RD	0.37	100%	\$ 2,294,000	\$ 2,294,000
	L-5	L2-2U-OP-92	LIGHTSEY RD	LIGHTSEY RD TO LIGHTSEY RD	0.06	100%	\$ 427,000	\$ 427,000
	L-6	L2-2U-OP-92	LIGHTSEY RD-BARTON SKWY CONNECTOR	LIGHTSEY RD TO BARTON SKWY	0.04	100%	\$ 630,000	\$ 630,000
	L-7	L3-4D-116	BARTON SPRINGS RD	DAWSON DR TO W RIVERSIDE DR	0.46	100%	\$ 1,365,000	\$ 1,365,000
	L-8	L1-2U-OP-60	BARTON SPRINGS RD-CONGRESS AVE CONNECTOR	BARTON SPRINGS RD TO CONGRESS AVE	0.21	100%	\$ 878,000	\$ 878,000
	L-9	L1-2U-OP-60	S 1ST ST CONNECTOR	S 1ST ST TO BARTON SPRINGS TO CONGRESS CONNECTION	0.11	100%	\$ 402,000	\$ 402,000
	L-10	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 1	BARTON SPRINGS RD TO END	0.05	100%	\$ 177,000	\$ 177,000
	L-11	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 2	BARTON SPRINGS RD TO END	0.13	100%	\$ 494,000	\$ 494,000
	L-12	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 3	BARTON SPRINGS RD TO END	0.14	100%	\$ 517,000	\$ 517,000
	L-13	L2-2U-OP-92	BARTON SPRINGS RD	CONGRESS AVE TO W RIVERSIDE DR	0.33	100%	\$ 2,153,000	\$ 2,153,000
	L-14	L1-2U-OP-60	CONGRESS AVE-BARTON SPRINGS RD CONNECTOR	CONGRESS AVE TO BARTON SPRINGS RD	0.16	100%	\$ 672,000	\$ 672,000
	L-15	L1-2U-OP-60	E RIVERSIDE DR CONNECTOR	E RIVERSIDE TO END	0.07	100%	\$ 302,000	\$ 302,000
	L-16	L3-6D-140	S 1ST ST	RIVERSIDE DR TO BARTON SPRINGS RD	0.11	100%	\$ 333,000	\$ 333,000
	L-17	L3-4D-80	W RIVERSIDE DR	170' W OF S 1ST ST TO S CONGRESS AVE	0.26	100%	\$ 784,000	\$ 784,000
	L-18	L3-4D-94	E RIVERSIDE DR	S CONGRESS AVE TO 240' W OF NEWNING AVE	0.26	100%	\$ 328,000	\$ 328,000
	L-19	L3-4D-120	S CONGRESS AVE	BARTON SPRINGS RD TO BEN WHITE BLVD SVRD	2.70	100%	\$ 8,046,000	\$ 8,046,000
	L-20	L2-2U-OP-92	ST EDWARDS DR	S CONGRESS AVE TO 165' W OF CARNARVON LN	0.16	100%	\$ 1,033,000	\$ 1,033,000
	L-21	L2-2U-OP-78	E ALPINE RD	E ALPINE RD TO 200' E OF WAREHOUSE ROW	0.14	100%	\$ 1,030,000	\$ 1,030,000
	L-22	L2-2U-OP-78	PAYLOAD PASS-E ALPINE RD CONNECTOR	PAYLOAD PASS TO E ALPINE RD	0.12	100%	\$ 690,000	\$ 690,000
	L-23	L2-2U-OP-70	BLUEBONNET LN	S LAMAR BLVD TO DEL CURTO RD	0.14	100%	\$ 868,000	\$ 868,000
	L-24	L2-2U-OP-92	ELMONT DR	TOWN CREEK TO TINNIN FORD DR	0.06	100%	\$ 411,000	\$ 411,000
	L-25	L2-2U-OP-92	PARKER LN-BURTON DR CONNECTOR	PARKER LN TO BURTON DR	0.28	100%	\$ 1,881,000	\$ 1,881,000
	L-26	L2-2U-OP-92	BURTON DR-WILLOW CREEK DR CONNECTOR	BURTON DR TO WILLOW CREEK DR	0.08	100%	\$ 550,000	\$ 550,000
	L-27	L2-2U-OP-92	WILLOW HILL DR	WILLOW CREEK DR TO WILLOW HILL DR	0.12	100%	\$ 770,000	\$ 770,000
	L-28	L2-2U-OP-92	WILLOW HILL DR	PLEASANT VALLEY RD TO WICKERSHAM LN	0.25	100%	\$ 2,369,000	\$ 2,369,000
	L-29	L3-4D-120	S PLEASANT VALLEY RD	440' S OF CANTERBURY RD TO 525' N OF E RIVERSIDE DR	1.18	100%	\$ 3,571,000	\$ 3,571,000
	L-30	L2-2U-OP-92	LAKESHORE BLVD-E RIVERSIDE CONNECTOR	LAKESHORE BLVD TO E RIVERSIDE DR	0.65	100%	\$ 4,270,000	\$ 4,270,000
	L-31	L2-2U-OP-92	PLEASANT VALLEY DR-ELMONT DR CONNECTOR	PLEASANT VALLEY RD TO ELMONT DR	0.45	100%	\$ 2,993,000	\$ 2,993,000
	L-32	L2-2U-OP-92	ELMONT DR	WICKERSHAM LN TO CROSSING PL	0.20	100%	\$ 2,023,000	\$ 2,023,000
	L-33	L3-4D-116	E OLTORF ST	INTERSTATE 35 TO MONTOPOLIS DR	2.28	100%	\$ 2,731,000	\$ 2,731,000
	L-34	L3-4D-120	S PLEASANT VALLEY RD	280' S OF OLTORF RD TO 1160' S OF GEORGIA MEADOWS DR	0.45	100%	\$ 5,603,000	\$ 5,603,000
	L-35	L3-4D-120	S PLEASANT VALLEY RD	BURLESON RD TO S PLEASANT VALLEY RD	0.14	100%	\$ 1,485,000	\$ 1,485,000
	L-36	L3-4D-94	BURLESON RD	SANTA MONICA DR TO BEN WHITE BLVD	0.33	100%	\$ 3,672,000	\$ 3,672,000
	L-37	L3-4D-104	WOODWARD ST	INTERSTATE 35 TO BEN WHITE BLVD	0.51	100%	\$ 5,935,000	\$ 5,935,000
	L-38	L2-2U-78	S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	S PLEASANT VALLEY RD TO SUNRIDGE DR	0.44	100%	\$ 2,910,000	\$ 2,910,000
	L-39	L2-2U-78	SUNRIDGE DR	SUNRIDGE DR TO E BEN WHITE BLVD SVRD	0.20	100%	\$ 1,209,000	\$ 1,209,000
	L-40	L2-2U-OP-92	FARO DR	FARO DR TO OLTORF ST	0.58	100%	\$ 3,840,000	\$ 3,840,000
	L-41	L2-2U-OP-92	RIVERS EDGE WAY	RIVERS EDGE WAY TO OLTORF ST	0.68	100%	\$ 4,502,000	\$ 4,502,000
	L-42	L2-2U-78	FARO DR-MONTOPOLIS DR CONNECTOR	FARO DR TO MONTOPOLIS DR	0.45	100%	\$ 3,262,000	\$ 3,262,000
	L-43	L2-2U-OP-92	FARO DR	FARO DR TO FARO DR TO MONTOPOLIS CONNECTION	0.31	100%	\$ 2,070,000	\$ 2,070,000
	L-44	L2-2U-60	GROVE BLVD	GROVE BLVD TO MONTOPOLIS DR	0.47	100%	\$ 5,532,000	\$ 5,532,000
	L-45	L2-2U-OP-92	FRONTIER VALLEY DR-BASTROP HWY CONNECTOR	FRONTIER VALLEY TO BASTROP HWY	0.43	100%	\$ 4,638,000	\$ 4,638,000
	L-46	L2-2U-OP-92	VARGAS RD	RIVERSIDE DR TO CARSON RIDGE DR	0.30	100%	\$ 2,014,000	\$ 2,014,000
	L-47	L1-2U-OP-60	CARSON RIDGE	THRASHER LN TO MAXWELL LN	0.22	100%	\$ 799,000	\$ 799,000
	L-48	L2-2U-OP-92	E BEN WHITE BLVD-THRASHER LN CONNECTOR	E BEN WHITE BLVD TO THRASHER LN	0.43	100%	\$ 2,865,000	\$ 2,865,000
	L-49	L3-4D-120	BARTON SPRINGS RD	S LAMAR BLVD TO LEE BARTON DR	0.04	100%	\$ 155,000	\$ 155,000
	L-50	L3-4D-100	BARTON SPRINGS RD	LEE BARTON DR TO DAWSON RD	0.13	100%	\$ 1,218,000	\$ 1,218,000
	L-51	L3-4D-94	W OLTORF ST	S 2ND ST TO DURWOOD ST	0.17	100%	\$ 534,000	\$ 534,000
	L-52	L3-4D-94	W OLTORF ST	EUCLID AVE TO COLLEGE AVE	0.12	100%	\$ 1,340,000	\$ 1,340,000
	L-53	L3-4D-94	W OLTORF ST	COLLEGE AVE TO S CONGRESS AVE	0.04	100%	\$ 159,000	\$ 159,000
	L-54	L3-4D-94	E OLTORF ST	S CONGRESS AVE TO REBEL RD	0.22	100%	\$ 2,426,000	\$ 2,426,000
	L-55	L2-2U-64	LIGHTSEY RD	DEL CURTO RD TO CLAWSON RD	0.16	100%	\$ 921,000	\$ 921,000
	L-56	L2-2U-64	CLAWSON RD	BARTON SKWY TO FORT VIEW RD	0.80	100%	\$ 3,683,000	\$ 3,683,000
	L-57	L3-4D-94	MANCHACA RD	FORT VIEW RD TO BEN WHITE BLVD	0.05	100%	\$ 93,000	\$ 93,000
	L-58	L3-4D-94	S 1ST ST	FORT MCGRUDER LN TO BEN WHITE BLVD	0.05	100%	\$ 163,000	\$ 163,000
	L-59	L3-4D-94	BARTON SPRINGS RD	LEE BARTON DR TO DAWSON RD	0.14	100%	\$ 1,315,000	\$ 1,315,000
	L-60	L1-2U-60	COUNTRY CLUB RD	E RIVERSIDE DR TO PENICK DR	0.07	100%	\$ 258,000	\$ 258,000
	L-61	L1-2U-60	GROVE BLVD CONNECTOR	GROVE BLVD TO END	0.23	100%	\$ 853,000	\$ 853,000
	L-62	L2-2U-78	FARO DR-MONTOPOLIS DR CONNECTOR	END TO MONTOPOLIS DR	0.19	100%	\$ 948,000	\$ 948,000

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- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.L – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area L**

Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
LI-1	Extend Turn Lane	BARTON SPRINGS RD AND STRATFORD DR	100%	\$ 59,000	\$ 59,000
LI-2, NI-1	Signal Modifications	S CAPITAL OF TEXAS HWY AND WEST GATE BLVD	50%	\$ 170,000	\$ 85,000
LI-3	Signalize	ROBERT E LEE RD AND RABB RD	100%	\$ 300,000	\$ 300,000
LI-4	Intersection Improvements	S LAMAR BLVD NB AND BARTON SPRINGS RD	100%	\$ 300,000	\$ 300,000
LI-5	Signalize	S LAMAR BLVD AND COLLIER ST	100%	\$ 595,000	\$ 595,000
LI-6	Extend Turn Lane	S LAMAR BLVD AND W OLTORF ST	100%	\$ 221,000	\$ 221,000
LI-7	Extend Turn Lane	S LAMAR BLVD AND BARTON SKWY	100%	\$ 212,000	\$ 212,000
LI-8	Intersection Improvements	MANCHACA RD AND BARTON SKWY	100%	\$ 300,000	\$ 300,000
LI-9	Intersection Improvements	BARTON SPRINGS RD AND DAWSON RD	100%	\$ 59,000	\$ 59,000
LI-10	Intersection Improvements	S 1ST ST AND W RIVERSIDE DR	100%	\$ 212,000	\$ 212,000
LI-11	Intersection Improvements	W RIVERSIDE DR AND BARTON SPRINGS RD	100%	\$ 54,000	\$ 54,000
LI-12	Intersection Improvements	S CONGRESS AVE AND BARTON SPRINGS RD	100%	\$ 150,000	\$ 150,000
LI-13	Intersection Improvements	S 1ST ST AND BARTON SPRINGS RD	100%	\$ 418,000	\$ 418,000
LI-14	Intersection Improvements	S CONGRESS AVE AND W RIVERSIDE DR	100%	\$ 212,000	\$ 212,000
LI-15	Signalize	W OLTORF ST AND THORNTON RD	100%	\$ 300,000	\$ 300,000
LI-16	Intersection Improvements	W OLTORF ST AND S 5TH ST	100%	\$ 595,000	\$ 595,000
LI-17	Intersection Improvements	W OLTORF ST AND S 1ST ST	100%	\$ 595,000	\$ 595,000
LI-18	Signalize	W OLTORF ST AND WILSON ST	100%	\$ 359,000	\$ 359,000
LI-19	Intersection Improvements	S CONGRESS AVE AND W OLTORF ST	100%	\$ 212,000	\$ 212,000
LI-20	Intersection Improvements	E OLTORF ST AND EAST SIDE DR	100%	\$ 595,000	\$ 595,000
LI-21	Signalize	WOODLAND AVE AND PARKER LN	100%	\$ 359,000	\$ 359,000
LI-22	Intersection Improvements	E OLTORF ST AND PARKER LN	100%	\$ 10,000	\$ 10,000
LI-23	Signalize	BURLESON RD AND S PLEASANT VALLEY RD EXT	100%	\$ 300,000	\$ 300,000
LI-24	Signalize	S LAKESHORE BLVD AND TINNIN FORD RD	100%	\$ 300,000	\$ 300,000
LI-25	Intersection Improvements	E RIVERSIDE DR AND WICKERSHAM LN	100%	\$ 4,500,000	\$ 4,500,000
LI-26	Intersection Improvements	E RIVERSIDE DR AND CROSSING PL	100%	\$ 315,000	\$ 315,000
LI-27	Signalize	E RIVERSIDE DR AND KENNETH AVE	100%	\$ 300,000	\$ 300,000
LI-28	Signalize	E OLTORF ST AND FARO ST EXT	100%	\$ 300,000	\$ 300,000
LI-29	Intersection Improvements	MONTOPOLIS DR AND HOGAN AVE	100%	\$ 118,000	\$ 118,000
LI-30	Intersection Improvements	E RIVERSIDE DR AND MONTOPOLIS DR	100%	\$ 418,000	\$ 418,000
LI-31	Signalize	GROVE BLVD AND MONTOPOLIS DR	100%	\$ 300,000	\$ 300,000
LI-32	Signalize	MONTOPOLIS DR AND FARO ST CONNECTION	100%	\$ 300,000	\$ 300,000
LI-33	Intersection Improvements	E OLTORF ST AND MONTOPOLIS DR	100%	\$ 100,000	\$ 100,000
LI-34, OL-1	Extend Turn Lane	E BEN WHITE BLVD AND MONTOPOLIS DR	50%	\$ 171,000	\$ 85,500
LI-35	Signalize	E RIVERSIDE DR AND FRONTIER VALLEY DR	100%	\$ 359,000	\$ 359,000
LI-36	Signalize	E RIVERSIDE DR AND ANISE DR	100%	\$ 359,000	\$ 359,000
LI-37	Signalize	RIVERSIDE DR AND CORIANDER DR	100%	\$ 359,000	\$ 359,000
LI-38, PI-2	Signalize	BASTROP HWY AND OLD BASTROP HWY SVRD CONNECTION	50%	\$ 477,000	\$ 238,500
LI-39	Intersection Improvements	KINNEY ST AND BARTON SPRINGS RD	100%	\$ 300,000	\$ 300,000
LI-40	Signalize	AZI MORTON RD AND BARTON HILLS DR	100%	\$ 300,000	\$ 300,000
LI-41	Signalize	BARTON SPRINGS RD AND STERZING ST	100%	\$ 300,000	\$ 300,000
Service Area Roadway Project Cost Subtotal					\$ 121,770,000
Service Area Intersection Project Cost Subtotal					\$ 15,754,000
2019 Street Impact Fee Study Cost Per Service Area					\$ 83,109
Total Cost in SERVICE AREA L					\$ 137,607,109

- c. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.
- d. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

**Table 5.M – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area M**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA M	M-1	L2-2U-60	WIER HILLS RD	RIALTO BLVD TO OLD BEE CAVES RD	0.53	100%	\$ 2,287,000	\$ 2,287,000
	M-2	L2-2U-68	TRAVIS COOK RD	OLD BEE CAVES RD TO SOUTHWEST PKWY	0.48	100%	\$ 2,576,000	\$ 2,576,000
	M-3	L3-4D-116	VEGA AVE	SOUTHWEST PKWY TO EIGER RD	0.62	100%	\$ 6,682,000	\$ 6,682,000
	M-4	L3-4D-120	INDUSTRIAL OAKS BLVD	SOUTHWEST PARKWAY TO INDUSTRIAL OAKS BLVD	0.22	100%	\$ 2,472,000	\$ 2,472,000
	M-5	L3-4D-120	INDUSTRIAL OAKS BLVD	920' N OF SH 71 SVRD WB TO SH 71 SVRD WB	0.17	100%	\$ 1,908,000	\$ 1,908,000
	M-6	L2-2U-78	BOSTON LN	BOSTON LN TO US 290	0.10	100%	\$ 650,000	\$ 650,000
	M-7	L2-2U-78	BOSTON LN-REPUBLIC OF TEXAS LN CONNECTOR	REPUBLIC OF TEXAS BLVD TO BOSTON LN	0.13	100%	\$ 848,000	\$ 848,000
	M-8	L3-3U-80	OLD BEE CAVES RD	370' N OF US 290 TO SH 71	3.05	100%	\$ 23,482,000	\$ 23,482,000
	M-9	L3-4U-80	OLD BEE CAVES RD	US 290 TO 370' N OF US 290	0.07	100%	\$ 8,000,000	\$ 8,000,000
	M-10	L2-2U-78	MOUNTAIN SHADOWS DR-W SH 71 CONNECTOR	MOUNTAIN SHADOWS DR TO W SH 71	0.18	100%	\$ 1,103,000	\$ 1,103,000
	M-11	L2-2U-78	FLETCHER LN	OLD BEE CAVES RD TO SH 71	0.23	100%	\$ 1,494,000	\$ 1,494,000
	M-12	L2-2U-S-80	THOMAS SPRINGS RD	SH 71 TO CIRCLE DR	1.59	50%	\$ 8,388,000	\$ 4,194,000
	M-13	L2-2U-S-80	W SH 71-MURMURING CREEK DR CONNECTOR	W SH 71 TO MURMURING CREEK DR	0.66	50%	\$ 3,498,000	\$ 1,749,000
	M-14	L2-2U-S-80	MURMURING CREEK DR	MURMURING CREEK DR TO MOWINKLE TO SH 71 CONNECTION	0.23	100%	\$ 1,210,000	\$ 1,210,000
	M-15	L2-2U-S-80	W SH 71-MOWINKLE DR CONNECTOR	W SH 71 TO MOWINKLE DR	0.66	100%	\$ 3,480,000	\$ 3,480,000
	M-16	L2-2U-60	SILVERMINE DR	160' N OF RED WILLOW DR TO 500' N OF RACCOON RUN	0.41	100%	\$ 2,350,000	\$ 2,350,000
	M-17	L2-2U-S-80	CIRCLE DR	THOMAS SPRINGS RD TO WILLIAMSON CREEK DR	0.65	50%	\$ 3,419,000	\$ 1,709,500
	M-18	L2-2U-60	SCENIC BROOK DR	US 290 TO 126' S OF FENTON DR	0.28	100%	\$ 1,407,000	\$ 1,407,000
	M-19	L2-2U-78	MC CARTY LN	W WILLIAM CANNON DR TO US 290	0.93	100%	\$ 6,505,000	\$ 6,505,000
	M-20	L2-2U-78	BECKETT RD	REYNOLDS RD TO MCCARTY LN	0.16	100%	\$ 1,015,000	\$ 1,015,000
	M-21	L2-2U-78	CONVICT HILL RD	WOODCREEK RD TO BRUSH COUNTRY RD	0.57	100%	\$ 3,468,000	\$ 3,468,000
	M-22	L2-2U-OP-92	BRUSH COUNTRY RD	CONVICT HILL RD TO 300' S OF WILLIAM CANNON DR	0.46	100%	\$ 4,062,000	\$ 4,062,000
	M-23	L2-2U-64	MOUNTAIN SHADOWS DR	OLD BEE CAVES RD TO END	0.27	100%	\$ 1,222,000	\$ 1,222,000
	M-24	L2-2U-78	CONVICT HILL RD	515' W OF VERMILLION DR TO LOCKINVAR ST	0.53	100%	\$ 4,055,000	\$ 4,055,000
	M-25	L3-4D-120-TsDOT	FM 1826 RD	526' N OF SUMMERVALE DR TO US 290	0.46	100%	\$ 1,018,000	\$ 1,018,000
	M-26	L3-4D-120-TsDOT	FM 1826 RD	370' N OF BELLA VISTA TRL TO 526' N OF SUMMERVALE DR	0.72	50%	\$ 1,595,000	\$ 797,500
	M-27	L2-2U-60	WESTCREEK DR	CANA CV TO BRUSH COUNTRY RD	0.04	100%	\$ 168,000	\$ 168,000
	M-28	L2-2U-78	LATTA DR	ISLANDER DR TO NAIRN DR	0.28	100%	\$ 1,940,000	\$ 1,940,000
	M-29	L2-2U-78	BRUSH COUNTRY RD	SUMMERSET TRL TO MONTEREY OAKS BLVD	0.32	100%	\$ 4,113,000	\$ 4,113,000
	M-30	L4-6D-130	W SLAUGHTER LN	MOPAC EXP'WY TO BRODIE LN	1.55	100%	\$ 22,951,000	\$ 22,951,000
	M-31	L3-4D-120-TsDOT	FM 1826 RD	4000' S OF APPALOOSA RUN TO 1800' S OF LEWIS MOUNTAIN DR	2.27	50%	\$ 5,005,000	\$ 2,502,500
	M-32	L3-4D-120	ESCARPMENT BLVD	SH 45 WB TO LA CROSSE AVE	1.23	100%	\$ 14,328,000	\$ 14,328,000
	M-33	L2-2U-78	OLD FREDERICKSBURG RD	US 290 HWY TO 350' E OF SMITH OAK TRL	0.31	100%	\$ 1,806,000	\$ 1,806,000
	M-34, N-17	L3-3U-96	BRODIE LN	GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL	0.34	50%	\$ 2,697,000	\$ 1,348,500
	M-35	Right-of-Way	US 290 / SH 71	RM 1826 / SILVERMINE DR TO MONTEREY OAKS BLVD	4.49	100%	\$ 9,000,000	\$ 9,000,000

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**Table 5.M – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area M**

SA M	Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
SA M	KL-5, MI-1	Dual Left Turn Lane	HWY 71 AND SOUTHWEST PKWY	50%	\$ 201,000	\$ 100,500
	KL-6, MI-2	Intersection Improvements	SOUTHWEST PKWY AND TRAVIS COOK RD	50%	\$ 150,000	\$ 75,000
	KL-7, MI-3	Signalize	SOUTHWEST PKWY AND BELGRADE DR	50%	\$ 300,000	\$ 150,000
	KL-8, MI-4	Intersection Improvements	SOUTHWEST PKWY AND W WILLIAM CANNON DR	50%	\$ 1,605,000	\$ 802,500
	MI-5	Signalize	TERRAVISTA DR AND RIALTO BLVD	100%	\$ 359,000	\$ 359,000
	MI-6	Signalize	W WILLIAM CANNON DR AND RIALTO BLVD	100%	\$ 359,000	\$ 359,000
	MI-7	Signalize	HWY 71 AND MIDWOOD PKWY	100%	\$ 300,000	\$ 300,000
	MI-8	Signalize	SH 71 AND 8660 BLK W SH 71	100%	\$ 300,000	\$ 300,000
	MI-9	Intersection Improvements	W SH 71 AND FLETCHER LN	100%	\$ 750,000	\$ 750,000
	MI-10	Signalize	OLD BEE CAVES RD AND FLETCHER LN	100%	\$ 300,000	\$ 300,000
	MI-11	Signalize	WILLIAM CANNON DR AND VEGA AVE	100%	\$ 501,000	\$ 501,000
	MI-12	Signalize	VEGA AVE AND EIGER RD	100%	\$ 300,000	\$ 300,000
	MI-13	Intersection Improvements	W SH 71 AND HEB ACCESS	100%	\$ 100,000	\$ 100,000
	MI-14	Signalize	US 290 AND OLD BEE CAVES RD	100%	\$ 359,000	\$ 359,000
	MI-15	Intersection Improvements	ESCAPMENT BLVD AND W WILLIAM CANNON DR	100%	\$ 283,000	\$ 283,000
	MI-16	Signalize	WILLIAM CANNON DR AND BANNOCKBURN DR	100%	\$ 300,000	\$ 300,000
	MI-17, NI-18	Intersection Improvements	BRODIE LN AND W WILLIAM CANNON DR	50%	\$ 666,000	\$ 333,000
	MI-18	Signalize	BECKETT RD AND CONVICT HILL RD	100%	\$ 359,000	\$ 359,000
	MI-19	Intersection Improvements	ESCAPMENT BLVD AND DAVIS LN	100%	\$ 142,000	\$ 142,000
	MI-20	Signalize	DAVIS LN AND S MOPAC	100%	\$ 418,000	\$ 418,000
	MI-21	Signalize	DAVIS LN AND COPANO DR	100%	\$ 359,000	\$ 359,000
	MI-22	Signalize	DAVIS LN AND CORRAN FERRY DR	100%	\$ 359,000	\$ 359,000
	MI-23, NI-28	Signalize	BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS	50%	\$ 359,000	\$ 179,500
	MI-24, NI-33	Intersection Improvements	BRODIE LN AND DAVIS LN	50%	\$ 283,000	\$ 141,500
	MI-25	Intersection Improvements	ESCAPMENT BLVD AND W SLAUGHTER LN	100%	\$ 1,600,000	\$ 1,600,000
	MI-26	Signalize	SLAUGHTER LN AND ZUNIGA DR	100%	\$ 300,000	\$ 300,000
	MI-27, NI-39	Intersection Improvements	BRODIE LN AND W SLAUGHTER LN	50%	\$ 401,000	\$ 200,500
	MI-28	Signalize	SPRUCE CANYON DRIVE AND FM 1826 RD	50%	\$ 300,000	\$ 150,000
	MI-29	Intersection Improvement	SH 45 AND SPRUCE CANYON DR	100%	\$ 300,000	\$ 300,000
	MI-30	Intersection Improvement	SH 45 AND ESCAPMENT BLVD	100%	\$ 401,000	\$ 401,000
	MI-31	Signalize	DAVIS LN AND LATTA DR	100%	\$ 300,000	\$ 300,000
					Service Area Roadway Project Cost Subtotal	\$ 147,901,000
					Service Area Intersection Project Cost Subtotal	\$ 10,881,500
					2019 Street Impact Fee Study Cost Per Service Area	\$ 83,109
					Total Cost in SERVICE AREA M	\$ 158,865,609

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**Table 5.N – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area N**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
S A N	N-1	L3-4D-94	WEST GATE BLVD	WESTERN TRAILS BLVD TO US 290 EB SVRD	0.21	100%	\$ 635,000	\$ 635,000
	N-2	L3-4D-100	MANCHACA RD	STASSNEY LN TO WILLIAM CANNON DR	1.07	100%	\$ 10,715,000	\$ 10,715,000
	N-3	L3-4D-130	S CONGRESS AVE	BEN WHITE BLVD TO WASSON DR	0.91	100%	\$ 2,856,205	\$ 2,856,205
	N-4	L4-6D-120	W WILLIAM CANNON DR	BRODIE LN TO MANCHACA RD	1.60	100%	\$ 15,691,000	\$ 15,691,000
	N-5	L3-3U-92	DAVIS LN	BRODIE LN TO GUIDEPOST TRL	0.74	100%	\$ 5,727,255	\$ 5,727,255
	N-6	L3-3U-74	DAVIS LN	LEO ST TO MANCHACA RD	0.62	100%	\$ 4,420,000	\$ 4,420,000
	N-7	L3-4D-120-TxDOT	MANCHACA RD	WILLIAM CANNON DR TO SLAUGHTER LN	2.26	100%	\$ 1,498,000	\$ 1,498,000
	N-8	L2-2U-64	MATTHEWS LN	MOUNT CARRELL DR TO COOPER LN	0.23	100%	\$ 933,000	\$ 933,000
	N-9	L2-2U-78	COOPER LN	DITTMAR RD TO MATTHEWS LN	0.58	100%	\$ 3,472,000	\$ 3,472,000
	N-10	L3-4D-140-TxDOT	S CONGRESS AVE	WASSON DR TO NORTH BLUFF DR	0.48	100%	\$ 1,323,000	\$ 1,323,000
	N-11	L3-4D-140-TxDOT	S CONGRESS AVE	NORTH BLUFF DR TO W SLAUGHTER LN	2.28	100%	\$ 820,000	\$ 820,000
	N-12	L3-4D-130-TxDOT	CIRCLE S RD	WASSON DR TO NORTH BLUFF DR	1.76	100%	\$ 5,169,000	\$ 5,169,000
	N-13	L2-2U-78	RALPH ABLANEDO DR	SHALLOT WAY TO S 1ST ST	0.59	100%	\$ 3,612,000	\$ 3,612,000
	N-14	L2-2U-78	RALPH ABLANEDO DR	CONGRESS AVE TO SHALLOT WAY	0.24	100%	\$ 536,000	\$ 536,000
	N-15	L2-2U-64	PEACEFUL HILL LN	DITTMAR RD TO RALPH ABLANEDO DR	0.67	100%	\$ 3,073,000	\$ 3,073,000
	N-16	L2-2U-OP-78	CULLEN LN	RALPH ABLANEDO DR TO W SLAUGHTER LN	0.50	100%	\$ 1,139,000	\$ 1,139,000
	M-34, N-17	L3-3U-96	BRODIE LN	GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL	0.34	50%	\$ 3,484,000	\$ 1,742,000
	N-18	L3-3U-96	BRODIE LN	350' N OF BRODIE SPRINGS TRL TO SQUIRREL HOLLOW	0.39	50%	\$ 1,122,000	\$ 561,000
	N-19	L2-2U-68	RIDDLE RD	SLAUGHTER LN (E.) TO SLAUGHTER LN (W.)	0.64	100%	\$ 3,332,000	\$ 3,332,000
	N-20	L2-2U-68	OLD MANCHACA RD	RIDDLE RD TO DREW LN	0.21	100%	\$ 1,370,000	\$ 1,370,000
	N-21	L3-4D-120-TxDOT	MANCHACA RD	560' S OF SLAUGHTER LN TO 1100' S OF OLD MANCHACA DR	0.98	50%	\$ 324,000	\$ 162,000
	N-22	L3-4D-120-TxDOT	MANCHACA RD	1100' S OF OLD MANCHACA DR TO 280' S OF MARCUS ABRAMS BLVD	0.52	100%	\$ 1,139,000	\$ 1,139,000
	N-23	L3-4D-120-TxDOT	MANCHACA RD	RAVENSCROFT DR TO 280' S OF MARCUS ABRAMS BLVD	0.10	50%	\$ 220,000	\$ 110,000
	N-24	L3-4D-120-TxDOT	MANCHACA RD	280' S OF MARCUS ABRAMS BLVD TO 330' S OF MORNINGSIDE LN	0.14	50%	\$ 438,000	\$ 219,000
	N-25	L3-3U-96	BRODIE LN	300' S OF TWILIGHT TRAIL TO SULLY CREEK DR	1.26	100%	\$ 10,860,000	\$ 10,860,000
	N-26	L3-3U-96	BRODIE LN	SULLY CREEK DR TO FM 1626	0.27	50%	\$ 2,346,000	\$ 1,173,000
	N-27	L2-2U-78	WAYNE RIDDELL LOOP	LORD DERBY ST TO S 1ST ST	0.18	100%	\$ 1,007,000	\$ 1,007,000
	N-28	L3-4D-120	W FM 1626 RD	160' W OF ASHBROOK DR TO SAN LEANNA DR	0.16	50%	\$ 434,000	\$ 217,000
	N-29	L3-4D-120-TxDOT	E FM 1626 RD	IH 35 SVRD TO 160' W OF ASHBROOK DR	0.77	100%	\$ 2,061,000	\$ 2,061,000
	N-30	L2-2U-60	OLD SAN ANTONIO RD	IH 35 SVRD TO E FM 1626	1.13	100%	\$ 6,643,000	\$ 6,643,000
	N-31	L2-2U-78	OLD SAN ANTONIO RD	IH 35 SVRD TO E FM 1626	0.78	100%	\$ 4,382,000	\$ 4,382,000
	N-32	L2-2U-78	OLD SAN ANTONIO RD	E FM 1626 TO 1700' S OF ONION CREEK PKWY	0.63	50%	\$ 7,243,000	\$ 3,621,500
	N-33	L3-4D-120	ONION CREEK PKWY	OLD SAN ANTONIO RD TO 100' W OF FARRAH LN	0.07	100%	\$ 753,000	\$ 753,000
	N-34	L3-4D-120	ONION CREEK PKWY	100' W OF FARRAH RD TO 700' E OF FARRAH LN	0.15	100%	\$ 1,620,000	\$ 1,620,000
	N-35	L2-2U-78	OLD SAN ANTONIO RD	1400' N OF ESTANCIA PKWY TO 750' S OF PURYEAR RD	1.59	50%	\$ 17,055,000	\$ 8,527,500
	N-36	L3-4D-94	MANCHACA RD	BEN WHITE BLVD EB SVRD TO REDD ST	0.11	100%	\$ 345,000	\$ 345,000
	N-37	L2-2U-64	MATTHEWS LN	CHERRY MEADOW DR TO MEADOW RUN	0.35	100%	\$ 1,604,000	\$ 1,604,000
	N-38	L2-2U-68	LONGVIEW RD	HARPERS FERRY LN TO CAMERON LOOP	0.62	100%	\$ 3,233,000	\$ 3,233,000
	N-39	L2-2U-78	CAMERON LOOP	DAVIS LN TO LEO ST	0.94	100%	\$ 5,501,000	\$ 5,501,000
	N-40	L2-2U-60	GUIDEPOST TRL	DAVIS LN TO LEO ST	0.21	100%	\$ 895,000	\$ 895,000
	N-41	L2-2U-60	LEO ST	CAMERON LOOP TO GUIDEPOST TRL	0.30	100%	\$ 1,289,000	\$ 1,289,000
	N-42	L2-2U-64	FOREST WOOD RD	MATTHEWS DR TO DITTMAR RD	0.78	100%	\$ 3,555,000	\$ 3,555,000
	N-43	L3-4D-94	S 1ST ST	RALPH ABLANEDO DR TO W SLAUGHTER LN	0.13	100%	\$ 392,000	\$ 392,000
	N-44	L3-4D-120	FRATE BARKER RD	BUCKINGHAM GATE RD TO 330' E OF JIM THORPE LN	0.73	100%	\$ 989,000	\$ 989,000

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**Table 5.N – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area N**

Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
LI-2, NI-1	Signal Modifications	S CAPITAL OF TEXAS HWY AND WEST GATE BLVD	50%	\$ 88,000	\$ 44,000
NI-2	Intersection Improvement	MANCHACA RD AND LANSING DR	100%	\$ 442,000	\$ 442,000
NI-3	Intersection Improvement	MANCHACA RD AND JONES RD	100%	\$ 642,000	\$ 642,000
NI-4	Signalize	VINSON DR AND CARDIFF DR	100%	\$ 300,000	\$ 300,000
NI-5	Intersection Improvement	S 1ST ST AND W ST ELMO RD	100%	\$ 642,000	\$ 642,000
NI-6	Signalize	S 1ST ST AND ORLAND BLVD	100%	\$ 300,000	\$ 300,000
NI-7	Intersection Improvement	S CONGRESS AVE AND RADAM LN	100%	\$ 245,000	\$ 245,000
NI-8	Signalize	SHERATON AVE AND SUBURBAN DR	100%	\$ 359,000	\$ 359,000
NI-9	Intersection Improvement	W STASSNEY LN AND CHERRY CREEK DR	100%	\$ 100,000	\$ 100,000
NI-10	Intersection Improvement	MANCHACA RD AND W STASSNEY LN	100%	\$ 642,000	\$ 642,000
NI-11	Intersection Improvement	W STASSNEY LN AND S 1ST ST	100%	\$ 701,000	\$ 701,000
NI-12	Signalize	E STASSNEY LN AND APARTMENT DRIVEWAY	100%	\$ 300,000	\$ 300,000
NI-13	Signalize	STASSNEY LN AND STASSNEY LN (MIRA DR)	100%	\$ 359,000	\$ 359,000
NI-14	Signalize	WEST GATE BLVD AND BLARWOOD DR	100%	\$ 300,000	\$ 300,000
NI-15	Signalize	WEST GATE BLVD AND DEATONHILL DR	100%	\$ 359,000	\$ 359,000
NI-16	Intersection Improvement	MANCHACA RD AND BERKELEY AVE	100%	\$ 1,209,000	\$ 1,209,000
NI-17	Intersection Improvement	S CONGRESS AVE AND LITTLE TEXAS LN	100%	\$ 642,000	\$ 642,000
MI-17, NI-18	Intersection Improvements	BRODIE LN AND W WILLIAM CANNON DR	50%	\$ 666,000	\$ 333,000
NI-19	Signalize	WILLIAM CANNON DR AND DEATONHILL DR	100%	\$ 300,000	\$ 300,000
NI-20	Intersection Improvement	WEST GATE BLVD AND W WILLIAM CANNON DR	100%	\$ 583,000	\$ 583,000
NI-21	Signalize	W WILLIAM CANNON DR AND WHISPERING OAKS DR	100%	\$ 300,000	\$ 300,000
NI-22	Intersection Improvement	MANCHACA RD AND W WILLIAM CANNON DR	100%	\$ 1,728,000	\$ 1,728,000
NI-23	Intersection Improvement	W WILLIAM CANNON DR AND S 1ST ST	100%	\$ 1,043,000	\$ 1,043,000
NI-24	Signalize	W WILLIAM CANNON DR AND LUNAR DR	100%	\$ 300,000	\$ 300,000
NI-25	Intersection Improvement	S CONGRESS AVE AND W WILLIAM CANNON DR	100%	\$ 1,043,000	\$ 1,043,000
NI-26	Intersection Improvement	E WILLIAM CANNON DR AND CIRCLE S RD	100%	\$ 324,000	\$ 324,000
NI-27, OI-13	Intersection Improvement	E WILLIAM CANNON DR AND S IH 35	50%	\$ 201,000	\$ 100,500
MI-23, NI-28	Signalize	BRODIE LN AND VILLAGE OF BELLEVILLE & KNOXVIEW AVE	50%	\$ 359,000	\$ 179,500
NI-29	Signalize	WEST GATE BLVD AND MANASSAS DR	100%	\$ 300,000	\$ 300,000
NI-30	Signalize	WEST GATE BLVD AND CAMERON LOOP	100%	\$ 300,000	\$ 300,000
NI-31	Signalize	MANCHACA RD AND SHILOH DR	100%	\$ 300,000	\$ 300,000
NI-32	Roundabout	COOPER LN AND MATTHEWS LN	100%	\$ 2,300,000	\$ 2,300,000
MI-24, NI-33	Intersection Improvements	BRODIE LN AND DAVIS LN	50%	\$ 283,000	\$ 141,500
NI-34	Signal Modifications	MANCHACA RD AND DAVIS LN	100%	\$ 182,000	\$ 182,000
NI-35	Signalize	MANCHACA RD AND CROWNSPOINT DR	100%	\$ 300,000	\$ 300,000
NI-36	Signalize	S 1ST ST AND GREAT BRITAIN DR	100%	\$ 300,000	\$ 300,000
NI-37	Signalize	S 1ST ST AND HYDE PARK PL	100%	\$ 300,000	\$ 300,000
NI-38	Signalize	S CONGRESS AVE AND DITTMAR RD	100%	\$ 359,000	\$ 359,000
MI-27, NI-39	Intersection Improvements	BRODIE LN AND W SLAUGHTER LN	50%	\$ 401,000	\$ 200,500
NI-40	Intersection Improvement	MANCHACA RD AND W SLAUGHTER LN	100%	\$ 1,043,000	\$ 1,043,000
NI-41	Intersection Improvement	W SLAUGHTER LN AND CULLEN LN	100%	\$ 142,000	\$ 142,000
NI-42	Intersection Improvement	S CONGRESS AVE AND W SLAUGHTER LN	100%	\$ 543,000	\$ 543,000
NI-43	Signalize	MANCHACA RD AND REDWATER DR	50%	\$ 359,000	\$ 179,500
NI-44	Signalize	S 1ST ST AND SOUTHPARK MEADOWS DR	100%	\$ 300,000	\$ 300,000
NI-45	Signalize	TAFT LN AND ALICE MAE LN	100%	\$ 300,000	\$ 300,000
NI-46	Signal Modification	BRODIE LN AND FRATE BARKER RD	100%	\$ 300,000	\$ 300,000
NI-47	Signalize	MANCHACA RD AND MARCUS ABRAMS BLVD	100%	\$ 300,000	\$ 300,000
NI-48	Signalize	1ST ST AND 1ST ST (AKINS HS MAIN ENTRANCE)	100%	\$ 300,000	\$ 300,000
NI-49	Signalize	E FM 1626 RD AND OLD SAN ANTONIO RD	75%	\$ 359,000	\$ 269,250
NI-50, OI-35	Signalize	INTERSTATE 35 AND ONION CREEK PKWY	50%	\$ 477,000	\$ 238,500
Service Area Roadway Project Cost Subtotal				\$	129,122,459
Service Area Intersection Project Cost Subtotal				\$	22,718,250
2019 Street Impact Fee Study Cost Per Service Area				\$	83,109
Total Cost in SERVICE AREA N				\$	151,923,818

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**Table 5.O – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area O**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
S A O	O-1	L3-4D-140	E RIVERSIDE DR	METRO CENTER DR TO US 183	0.48	100%	\$ 1,477,000	\$ 1,477,000
	O-2	L3-4U-92	METRO CENTER DR	METRO CENTER DR TO DIME CIR	0.82	100%	\$ 2,095,000	\$ 2,095,000
	O-3	L3-4U-88	DIME CIR	BURLESON RD TO END	0.26	100%	\$ 2,185,000	\$ 2,185,000
	O-4	L3-4D-90	METROPOLIS DR	METROPOLIS DR TO BURLESON RD	1.57	100%	\$ 8,180,000	\$ 8,180,000
	O-5	L3-4D-116	BURLESON RD	250' S OF US 290 TO US 183	3.53	100%	\$ 4,578,000	\$ 4,578,000
	O-6	L2-2U-OP-92	E ST ELMO RD	S PLEASANT VALLEY RD TO NUCKOLS CROSSING RD	0.53	100%	\$ 5,884,000	\$ 5,884,000
	O-7	L2-2U-68	NUCKOLS CROSSING RD	ST ELMO RD TO E STASSNEY LN	0.75	100%	\$ 4,264,000	\$ 4,264,000
	O-8	L3-4D-120	TERI RD	INTERSTATE 35 TO FREIDRICH LN	0.28	100%	\$ 391,000	\$ 391,000
	O-9	L2-2U-78	MEADOW LAKE BLVD	BLUE MEADOW DR TO QUICKSILVER BLVD	0.23	100%	\$ 1,888,000	\$ 1,888,000
	O-10	L3-4D-120	S PLEASANT VALLEY RD	ONION CREEK DR TO PEREZ ELEMENTARY SCHOOL DWY	0.08	100%	\$ 1,332,000	\$ 1,332,000
	O-11	L4-6D-140	E WILLIAM CANNON DR	RUNNING WATER DR TO MCKINNEY FALLS PKWY	0.70	100%	\$ 15,708,000	\$ 15,708,000
	O-12	L4-6D-140	E WILLIAM CANNON DR	MCKINNEY FALLS PKWY TO 3460' E OF MCKINNEY FALLS PKWY	0.84	100%	\$ 17,080,000	\$ 17,080,000
	O-13	L4-6D-142	E WILLIAM CANNON DR	3460' E OF MCKINNEY FALLS PKWY TO US 183	1.17	50%	\$ 18,721,000	\$ 9,360,500
	O-14	L2-2U-OP-78	COLTON BLUFF SPRINGS RD	MCKINNEY FALLS PKWY TO FM 1625 RD	2.08	100%	\$ 12,480,000	\$ 12,480,000
	O-15	L3-4D-120-TxDOT	FM 1625 RD	MCKENZIE RD TO E SLAUGHTER LN	0.76	100%	\$ 1,873,000	\$ 1,873,000
	O-16	L3-4D-120-TxDOT	FM 1625 RD	US 183 TO MCKENZIE RD	0.34	50%	\$ 968,000	\$ 484,000
	O-17	L2-2U-78	MC KENZIE RD	FM 1625 RD TO US 183 HWY	0.20	50%	\$ 1,136,000	\$ 568,000
	O-18	L4-6D-154	E SLAUGHTER LN	1760' E OF THAXTON RD TO 3775' E OF THAXTON RD	0.38	100%	\$ 6,617,000	\$ 6,617,000
	O-19	L4-6D-154	E SLAUGHTER LN	FM 1625 RD TO 4300' W OF FM 1625 RD	0.85	100%	\$ 13,910,000	\$ 13,910,000
	O-20	L4-6D-154	E SLAUGHTER LN	FM 1625 RD TO US 183	0.64	50%	\$ 9,946,000	\$ 4,973,000
	O-21	L3-4D-120-TxDOT	FM 1625 RD	E SLAUGHTER LN TO 1685' S OF SLAUGHTER LN	0.31	50%	\$ 668,000	\$ 334,000
	O-22	L2-2U-78	SASSMAN RD	917' W OF THAXTON RD TO 2754' W OF THAXTON RD	0.35	50%	\$ 1,967,000	\$ 983,500
	O-23	L2-2U-78	SASSMAN RD	FM 1625 RD TO 5445' W OF FM 1625 RD	1.03	100%	\$ 5,916,000	\$ 5,916,000
	O-24	L3-4D-120-TxDOT	FM 1625 RD	1685' S OF SLAUGHTER LN TO 655' S OF RODRIGUEZ RD	0.91	50%	\$ 2,174,000	\$ 1,087,000
	O-25	L3-4D-120	S PLEASANT VALLEY RD	PREZ ELEMENTARY SCHOOL DWY TO NUCKOLS CROSSING RD	0.80	100%	\$ 16,095,000	\$ 16,095,000
	O-26	L2-2U-78	NUCKOLS CROSSING RD	GRELLE LN TO 850' E OF GRELLE LN	0.16	50%	\$ 998,000	\$ 499,000
	O-27	L3-4D-120	NUCKOLS CROSSING RD	850' E OF GRELLE LN TO 2560' W OF VERTEX BLVD	0.24	100%	\$ 3,636,000	\$ 3,636,000
	O-28	L3-4D-120	S PLEASANT VALLEY RD	NUCKOLS CROSSING RD TO E SLAUGHTER LN	0.40	50%	\$ 4,327,000	\$ 2,163,500
	O-29	L2-2U-OP-78	BRANDT RD	INTERSTATE 35 NB SVRD TO 975' W OF BRENTS ELM DR	0.48	100%	\$ 2,697,000	\$ 2,697,000
	O-30	L2-2U-78	BRANDT RD	975' W OF BRENTS ELM DR TO 660' E OF SLAUGHTER LN	0.55	50%	\$ 3,636,000	\$ 1,818,000
	O-31	L3-4D-120	OLD LOCKHART RD	E SLAUGHTER LN TO 1615' S OF E SLAUGHTER LN	0.31	50%	\$ 3,296,000	\$ 1,648,000
	O-32	L2-2U-78	BRADSHAW RD	590' W OF OLD LOCKHART HWY TO 430' W OF MATTHEW ST	0.14	50%	\$ 780,000	\$ 390,000
	O-33	L2-2U-78	BRADSHAW RD	430' W OF MATTHEW ST TO KLEBERG TRL	0.07	50%	\$ 368,000	\$ 184,000
	O-34	L3-4D-90	BRADSHAW RD	KLEBERG TRL TO 1000' S OF RIVER PLANTATION DR	1.06	100%	\$ 11,690,000	\$ 11,690,000
	O-35	L3-4D-120	S PLEASANT VALLEY RD	BRADSHAW RD TO TURNERSVILLE RD	0.05	100%	\$ 503,000	\$ 503,000
	O-36	L2-2U-78	NUCKOLS CROSSING RD	560' N OF TEE DR TO 2560' W OF VERTEX BLVD	0.70	100%	\$ 4,047,000	\$ 4,047,000
	O-37	L2-2U-78	THAXTON RD	560' N OF TEE DR TO SALT SPRINGS RD	0.32	100%	\$ 1,796,000	\$ 1,796,000
	O-38	L2-2U-78	SALT SPRINGS DR	THAXTON RD TO RINGSBY RD	0.15	100%	\$ 1,108,000	\$ 1,108,000
	O-39	L2-2U-64	ALUM ROCK DR	COLTON BLUFF SPRINGS RD TO 672' S OF COLTON BLUFF SPRINGS	0.13	100%	\$ 2,028,000	\$ 2,028,000
	O-40	L2-2U-78	COLTON BLUFF SPRINGS RD	SPRINGTIME TRL TO MCKINNEY FALLS PKWY	0.68	100%	\$ 3,845,000	\$ 3,845,000
	O-41	L2-2U-64	ALUM ROCK DR	THAXTON DR TO CITY LIMITS	0.21	50%	\$ 2,075,000	\$ 1,037,500
	O-42	L4-6D-154	E SLAUGHTER LN	OLD LOCKHART HWY TO 4985' E OF OLD LOCKHART HWY	0.66	100%	\$ 2,972,000	\$ 2,972,000
	O-43	L4-6D-154	E SLAUGHTER LN	4985' E OF OLD LOCKHART HWY TO CITY LIMITS	0.28	100%	\$ 4,398,000	\$ 4,398,000
	O-44	L4-6D-154	E SLAUGHTER LN	WINTER HAVEN DR TO 430' E OF DERBY DOWNS DR	0.27	50%	\$ 4,125,000	\$ 2,062,500
	O-45	L3-4D-120	BLUFF SPRINGS RD	WILLIAM CANNON DR TO CITY LIMITS	1.27	100%	\$ 15,875,000	\$ 15,875,000
	O-46	L3-4D-120	OLD LOCKHART RD	270' W OF CHERYL LYNN RD TO 1615' S OF E SLAUGHTER LN	0.14	50%	\$ 1,589,000	\$ 794,500
	O-47	L3-4D-120	OLD LOCKHART RD	425' W OF GERTRUDIS LOOP TO 2000' E OF RUBY HILLS RD	0.55	100%	\$ 6,080,000	\$ 6,080,000
	O-48	L3-4D-120	OLD LOCKHART RD	2000' E OF RUBY HILLS RD TO 3385' E OF RUBY HILLS RD	0.24	50%	\$ 2,700,200	\$ 1,350,100
	O-49	L3-4D-120	E MAIN ST	CITY LIMITS TO 3000' W OF S TURNERSVILLE RD	0.84	50%	\$ 9,303,000	\$ 4,651,500
	O-50	L3-4D-120	E MAIN ST	3000' W OF S TURNERSVILLE RD TO S TURNERSVILLE RD	0.61	100%	\$ 6,730,000	\$ 6,730,000
	O-51	L3-4D-120	S TURNERSVILLE RD	TURNERSVILLE RD TO CITY LIMITS	0.82	50%	\$ 8,971,000	\$ 4,485,500
	O-52	L3-4D-120	S PLEASANT VALLEY RD	BEN WHITE BLVD EB SVRD TO 970' S OF ST ELMO RD	0.82	100%	\$ 10,370,000	\$ 10,370,000
	O-53	L1-2U-60	MAUFRAIS LN	NUCKOLS CROSSING RD TO COPPERBEND BLVD EXT	0.26	100%	\$ 949,000	\$ 949,000
	O-54	L1-2U-OP-60	BUTTON BEND RD	BUTTON BEND RD TO MAUFRAIS RD	0.01	100%	\$ 35,000	\$ 35,000
	O-55	L1-2U-OP-60	COPPERBEND BLVD	COPPERBEND BLVD TO MAUFRAIS RD	0.05	100%	\$ 200,000	\$ 200,000
	O-56	L2-2U-78	S IH 35 SVRD NB-FREIDRICH LN CONNECTOR	INTERSTATE 35 NB SVRD TO FREIDRICH LN	0.28	100%	\$ 1,566,000	\$ 1,566,000
	O-57	L2-2U-68	NUCKOLS CROSSING RD	FARELL PATH TO S PLEASANT VALLEY RD	0.54	100%	\$ 3,426,000	\$ 3,426,000

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**Table 5.O – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area O**

Proj. #	Type	Intersection	% In Service Area	Total Project Cost	Cost in Service Area
SA O	LI-34, OI-1	Extend Turn Lane			
	OI-2	Signalize	50%	\$ 201,000	\$ 100,500
	OI-3	Signalize	100%	\$ 300,000	\$ 300,000
	OI-4	Signalize	100%	\$ 359,000	\$ 359,000
	OI-5	Signalize	100%	\$ 359,000	\$ 359,000
	OI-6, PI-1	Intersection Improvement	50%	\$ 465,000	\$ 232,500
	OI-7	Signalize	50%	\$ 583,000	\$ 291,500
	OI-8	Signalize	100%	\$ 359,000	\$ 359,000
	OI-9	Signalize	100%	\$ 359,000	\$ 359,000
	OI-10	Signalize	100%	\$ 300,000	\$ 300,000
	OI-11	Signalize	100%	\$ 359,000	\$ 359,000
	OI-12	Intersection Improvement	100%	\$ 465,000	\$ 465,000
	NI-27, OI-13	Intersection Improvement	100%	\$ 71,000	\$ 71,000
	OI-14	Extend Turn Lane	50%	\$ 201,000	\$ 100,500
	OI-15	Intersection Improvement	100%	\$ 201,000	\$ 201,000
	OI-16	Signalize	100%	\$ 902,000	\$ 902,000
	OI-17	Signalize	100%	\$ 1,020,000	\$ 1,020,000
	OI-18	Signalize	100%	\$ 359,000	\$ 359,000
	OI-19	Signalize	50%	\$ 300,000	\$ 150,000
	OI-20	Signalize	100%	\$ 300,000	\$ 300,000
	OI-21	Signalize	100%	\$ 300,000	\$ 300,000
	OI-22	Signalize	100%	\$ 359,000	\$ 359,000
	OI-23	Roundabout	100%	\$ 1,500,000	\$ 1,500,000
	OI-24	Intersection Improvements	100%	\$ 1,500,000	\$ 1,500,000
	OI-25	Signalize	50%	\$ 418,000	\$ 209,000
	OI-26	Signalize	75%	\$ 359,000	\$ 269,250
	OI-27	Signalize	25%	\$ 359,000	\$ 89,750
	OI-28	Signalize	75%	\$ 300,000	\$ 225,000
	OI-29	Signalize	100%	\$ 300,000	\$ 300,000
	OI-30	Signalize	75%	\$ 300,000	\$ 225,000
	OI-31	Signalize	100%	\$ 300,000	\$ 300,000
	OI-32	Signalize	50%	\$ 359,000	\$ 179,500
	OI-33	Signalize	100%	\$ 359,000	\$ 359,000
	OI-34	Signalize	50%	\$ 359,000	\$ 179,500
	NI-50, OI-35	Signalize	50%	\$ 477,000	\$ 238,500
	OI-36	Signalize	100%	\$ 300,000	\$ 300,000
	OI-37	Signalize	100%	\$ 300,000	\$ 300,000
	Service Area Roadway Project Cost Subtotal			\$ 244,778,100	\$ 244,778,100
	Service Area Intersection Project Cost Subtotal			\$ 12,370,250	\$ 12,370,250
	2019 Street Impact Fee Study Cost Per Service Area			\$ 83,109	\$ 83,109
	Total Cost in SERVICE AREA O			\$ 257,231,459	\$ 257,231,459

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**Table 5.P – 10-Year Street Impact RCP
with Conceptual Level Cost Projections – Service Area P**

Service Area	Proj. #	Class	Street	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
SA P	P-1	L2-2U-OP-78	HERGOTZ LN	1050' W OF THOMPSON LN TO THOMPSON LN	0.20	100%	\$ 1,124,000	\$ 1,124,000
	P-2	L2-2U-OP-78	THOMPSON LN	BASTROP HWY TO HERGOTZ LN	0.78	100%	\$ 4,438,000	\$ 4,438,000
	P-3	L2-2U-OP-78	DALTON LN	BASTROP HWY SVRD TO CITY LIMITS	0.77	100%	\$ 5,073,000	\$ 5,073,000
	P-4	L2-2U-78	FALLWELL LN	SH 71 TO GUERRERO DR	0.35	100%	\$ 1,984,000	\$ 1,984,000
	P-5	L4-4D-120-TxDOT	S FM 973 RD	BILL PRICE RD TO 680' S OF BILL PRICE RD	0.13	50%	\$ 307,000	\$ 153,500
	P-6	L4-4D-120-TxDOT	S FM 973 RD	680' S OF BILL PRICE RD TO 489' S OF FINCHER RD	0.63	100%	\$ 1,507,000	\$ 1,507,000
	P-7	L4-4D-120-TxDOT	S FM 973 RD	489' S OF FINCHER RD TO BURLESON RD	1.56	50%	\$ 3,710,000	\$ 1,855,000
	P-8	L4-4D-120-TxDOT	S FM 973 RD	BURLESON RD TO 614' S OF LINDA VISTA DR	0.50	100%	\$ 1,193,000	\$ 1,193,000
	P-9	L4-4D-120-TxDOT	S FM 973 RD	614' S OF LINDA VISTA DR TO FM 812 RD	0.72	50%	\$ 1,721,000	\$ 860,500
	P-10	L4-4D-120-TxDOT	FM 812 RD	CITY LIMITS TO 400' S OF S FM 973 RD	0.48	50%	\$ 1,147,000	\$ 573,500
	P-11	L2-2U-78	MC ANGUS RD	FM 973 RD TO 89' W OF FM 973 RD	0.02	100%	\$ 95,000	\$ 95,000
	P-12	L3-4D-120	M 973-SH 71 FR-FM 973 CONNECTOR CONNECTOR	FM 973 TO SH 71 SVRD TO FM 973	0.57	100%	\$ 6,134,000	\$ 6,134,000
	P-13	L3-4D-120	SH 71 FR-FM 973 CONNECTOR	SH 71 SVRD TO FM 973	1.33	100%	\$ 14,238,000	\$ 14,238,000
	P-14	L3-4D-116	PEARCE LN	PIMILCO DR TO ROSS RD (WEST)	0.70	50%	\$ 7,339,000	\$ 3,669,500
	P-15	L3-4D-120	ROSS RD	PEARCE LN TO CITY LIMITS	0.83	100%	\$ 10,083,000	\$ 10,083,000
	P-16	L3-4D-116	PEARCE LN	ROSS RD (WEST) TO 822' E OF WELSH WAY	0.91	100%	\$ 9,492,000	\$ 9,492,000
	P-17	L3-4D-120	PEARCE LN	2463' E OF KELLAM RD TO 1809' W OF KELLAM RD	0.34	50%	\$ 1,823,000	\$ 911,500
	P-18	L3-3U-92	SH 71-PEARCE LN CONNECTOR	PEARCE LN TO 2748' N OF PEARCE LN	0.52	100%	\$ 6,009,000	\$ 6,009,000
	P-19	L4-4D-120	FOUR DAUGHTERS RD	PEARCE LN TO 9014' S OF SH 71	1.27	100%	\$ 17,594,000	\$ 17,594,000
	P-20	L3-4D-120	WOLF LN	PEARCE LN TO 1215' S OF MEURER LN	1.25	50%	\$ 1,782,000	\$ 891,000
	P-21	L3-4D-120	ROSS RD	PEARCE LN TO HEINE FARM RD	0.79	50%	\$ 8,667,000	\$ 4,333,500
	P-22	L2-2U-78	HEINE FARM RD	ROSS RD TO 409' E OF ROSS RD	0.08	100%	\$ 523,000	\$ 523,000
	P-23	L2-2U-78	HEINE FARM RD	322' N OF FERRYSTONE GLEN TO 409' E OF ROSS RD	0.08	50%	\$ 446,000	\$ 223,000
	P-24	L3-4D-120	ROSS RD	APPPERSON ST TO MCANGUS RD	0.44	50%	\$ 5,368,000	\$ 2,684,000
	P-25	L2-2U-78	HEINE FARM RD	453' S OF STONEY MEADOW DR TO 322' N OF	0.34	50%	\$ 2,000,000	\$ 1,000,000
	P-26	L2-2U-78	HEINE FARM RD	MCANGUS RD TO 1585' N OF MCANGUS RD	0.30	50%	\$ 1,782,000	\$ 891,000
	P-27	L2-2U-78	MC ANGUS RD	ELROY RD TO 2880' S OF ROSS RD	0.90	50%	\$ 5,608,000	\$ 2,804,000
	P-28	L2-2U-78	UR DAUGHTERS RD-HEINE FARM RD CONNECT	HEINE FARM RD TO 3928' E OF HEINE FARM RD	0.74	50%	\$ 6,454,000	\$ 3,227,000
	P-29	L3-4D-120	MAHA LOOP RD	PEARCE LN TO 2400' S OF PEARCE LN	0.45	100%	\$ 4,857,000	\$ 4,857,000
	P-30	L3-4D-120	MAHA LOOP RD	CITY LIMITS TO FOUR DAUGHTERS RD TO HEINE	0.30	100%	\$ 3,181,000	\$ 3,181,000
	P-31	L2-2U-78	UR DAUGHTERS RD-HEINE FARM RD CONNECT	1970' W OF MAHA LOOP RD TO 1055' E OF MAHA LOOP	0.44	50%	\$ 2,638,000	\$ 1,319,000
	P-32	L2-2U-78	UR DAUGHTERS RD-HEINE FARM RD CONNECT	FOUR DAUGHTERS RD TO 2052' W OF FOUR DAUGHTERS RD	0.39	50%	\$ 2,282,000	\$ 1,141,000
	P-33	L4-4D-120	FOUR DAUGHTERS RD	PEARCE LN TO 426' N OF FAGERQUIST RD	0.85	50%	\$ 10,177,000	\$ 5,088,500
	P-34	L3-4D-120	ELROY RD	346' W OF KELLAM RD TO 3658' W OF KELLAM RD	0.63	50%	\$ 10,920,000	\$ 5,460,000
	P-35	L3-4D-120	ELROY RD	346' W OF KELLAM RD TO 499' E OF KELLAM RD	0.14	100%	\$ 1,455,000	\$ 1,455,000
	P-36	L3-4D-120	ELROY RD	499' E OF KELLAM RD TO FAGERQUIST RD	0.42	50%	\$ 4,452,000	\$ 2,226,000
	P-37	L4-4D-120-TxDOT	FM 812 RD	670' W OF COTA BLVD TO 1057' E OF COTA BLVD	0.33	50%	\$ 786,000	\$ 393,000
	Proj. #	Type	Intersection		% In Service Area	Total Project Cost	Cost in Service Area	
	OI-6, PI-1	Intersection Improvement	S US 183 HWY AND BURLESON RD		25%	\$ 583,000	\$ 145,750	
	LI-38, PI-2	Signalize	BASTROP HWY AND OLD BASTROP HWY SVRD		50%	\$ 477,000	\$ 238,500	
	PI-3	Signalize	S FM 973 RD AND SH 71 TO FM 973 CONNECTION TO FM		75%	\$ 300,000	\$ 225,000	
	PI-4	Signalize	FM 973 RD AND SH 71 TO FM 973 CONNECTION		100%	\$ 300,000	\$ 300,000	
	PI-5	Intersection Improvement	S FM 973 RD AND PEARCE LN		50%	\$ 583,000	\$ 291,500	
	PI-6	Intersection Improvement	FM 973 RD AND BURLESON RD/ELROY RD		75%	\$ 324,000	\$ 243,000	
	PI-7	Signalize	PEARCE LN AND SH 130		50%	\$ 477,000	\$ 238,500	
	PI-8	Signalize	PEARCE LN AND ROSS RD		75%	\$ 300,000	\$ 225,000	
	PI-9	Signalize	ELROY RD AND ROSS RD		100%	\$ 359,000	\$ 359,000	
	PI-10	Intersection Improvement	PEARCE LN AND KELLAM RD		50%	\$ 925,000	\$ 462,500	
	PI-11	Signalize	ELROY RD AND KELLAM RD		100%	\$ 359,000	\$ 359,000	
	PI-12	Signalize	FM 812 RD AND CIRCUIT OF THE AMERICAS BLVD		50%	\$ 300,000	\$ 150,000	
	PI-13	Signalize	PEARCE LN AND WOLF LN		25%	\$ 359,000	\$ 89,750	
	Service Area Roadway Project Cost Subtotal							\$ 128,684,500
	Service Area Intersection Project Cost Subtotal							\$ 3,327,500
	2019 Street Impact Fee Study Cost Per Service Area							\$ 83,109
	Total Cost in SERVICE AREA P							\$ 132,095,109

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.
- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

F. Service Unit Calculation

The basic service unit for the computation of Austin's Street Impact Fees is the vehicle-mile of travel during the afternoon peak-hour (as explained on Pg. 63). To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service area for the ten-year period.

The growth in vehicle-miles from 2017 to 2027 is based upon projected changes in residential units and employment for the period. To determine this growth, estimates of residential units, basic employment, service employment, and retail employment for 2017 were made, along with growth projections for each of these demographic statistics through 2027. The Land Use Assumptions section of this report details the growth estimates used for impact fee determination.

For the purposes of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected number of dwelling units are estimated. The number of dwelling units in each service area is multiplied by a *transportation demand factor* (discussed in more detail below) to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor indicates the average amount of demand created by the residential land uses in the service area.

For non-residential land uses, the process is similar. The Land Use Assumptions section of this report provides existing and projected number of building square footages for three (3) categories of employment – basic, service, and retail. These categories correspond to an aggregation of other specific land use categories based on the North American Industrial Classification System (NAICS).

Building square footage is the most common independent variable for the estimation of non-residential trips in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. This characteristic is more appropriate than the number of employees, because building square footage is tied more closely to trip generation and

is known at the time of application for any development that would require the assessment of an impact fee.

The existing and projected land use assumptions for the dwelling units and the square footage of basic, service, and retail land uses provide the basis for the projected increase in vehicle-miles of travel. As noted earlier, a *transportation demand factor* is applied to these values and then summed to calculate the total peak hour vehicle-miles of demand for each service area.

The *transportation demand factors* are aggregate rates derived from two sources – the *ITE Trip Generation Manual, 10th Edition* and the National Household Travel Survey performed by the Federal Highway Administration (FHWA). The *ITE Trip Generation Manual, 10th Edition* provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. For example, a stop at a nearby supermarket on the way home from work does not create a new trip onto the roadway network. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail trip generation rates to avoid double counting trips. The next component of the *transportation demand factor* accounts for the length of each trip. The average trip length for each category is based on the Capital Area Metropolitan Planning Organization (CAMPO) long-range transportation model and supplemented with the National Household Travel Survey conducted by the FHWA.

The computation of the *transportation demand factor* is based on the following equation:

Variables:

$$TDF = T * (1 - P_b) * L_{\max}$$

$$\text{where... } L_{\max} = \min(L * OD \text{ or } 6)$$

TDF = Transportation Demand Factor,
T = Trip Rate (peak hour trips / unit),
P_b = Pass-By Discount (% of trips),
L_{max} = Maximum Trip Length (miles),
L = Average Trip Length (miles), and
OD = Origin-Destination Reduction (50%)

The maximum trip length was limited to six (6) miles based on the maximum trip length within each service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles, and the service areas within Austin are closely approximated with a six (6) mile distance.

The adjustment made to the average trip length statistic in the computation of the maximum trip length is the origin-destination reduction. This adjustment is made because the Street Impact Fee is charged to both the origin and destination end of the trip. For example, impact fee methodology will account for a trip from home to work within Austin to both residential and non-residential land uses. To avoid counting these trips twice as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is assessed to each land use, and the total trip is only counted once. This methodology is consistent with that used in the National Household Travel Survey. To further characterize trip lengths, separate trip lengths were developed for each land use both within and outside “the loop” that highways form around Austin, defined by the boundary of US 183, SH 71 (Ben White Blvd), and SH 360 (Capital of Texas Highway). These lengths were developed based on the CAMPO long-range transportation model. Service Areas considered inside “the loop” are Service Areas F, I, J, DT, and L. All other Service Areas are considered outside “the loop”.

Table 6 shows the derivation of the *Transportation Demand Factor* for the residential land uses and the three (3) non-residential land use categories. The values utilized for all variables shown in the *transportation demand factor* equation are also shown in the table.

Table 6. Transportation Demand Factor Calculations

Variable	Residential, Single Family	Residential, Multifamily	Basic	Service	Retail
T	0.99	0.56	0.63	1.15	3.81
P_b	0%	0%	0%	0%	34%
L_{inside}	5.81	5.81	6.15	7.42	5.82
L_{outside}	8.59	8.59	12.89	6.76	6.35
L_{max, inside}*	2.90	2.90	3.07	3.71	2.91
L_{max, outside}*	4.30	4.30	6.00	3.38	3.18
TDF, inside	2.87	1.62	1.93	4.27	7.30
TDF, outside	4.26	2.41	3.78	3.89	7.98
* L _{max} is less than 6 miles for residential and retail land uses; therefore this lower trip length is used for calculating the TDF for these land uses.					

Variables:

- TDF = Transportation Demand Factor,
- T = Trip Rate (peak hour trips / unit),
- P_b = Pass-By Discount (% of trips),
- L_{max} = Maximum Trip Length (miles),
- L = Average Trip Length (miles), and
- OD = Origin-Destination Reduction (50%)

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in **Table 7**. This table shows the growth in total vehicle-miles by service area between the years 2017-2027. To align with the mode shift goals of the ASMP (50% of trips by other methods than driving alone), a reduction was applied to transportation demand to reflect the mode shift goals of the City by applying a 50% reduction factor (the goal of the ASMP) to areas that are within a walkable distance of existing or proposed Transit in each service area. A ratio was calculated to determine the percentage of land in each Service Area within 1/8 mile of High Frequency Transit (corresponding to Capital Metro's 15-minute routes) and within 1/4 mile of High Capacity Transit (routes defined in Project Connect's System Vision Plan). Adjusted Demand is calculated as Unadjusted Demand minus a portion of Unadjusted Demand near transit (Unadjusted Demand * Near Transit % * 50%). **Exhibit 5** shows transit routes used.

Exhibit 5 – High Frequency Transit and High Capacity Transit Routes

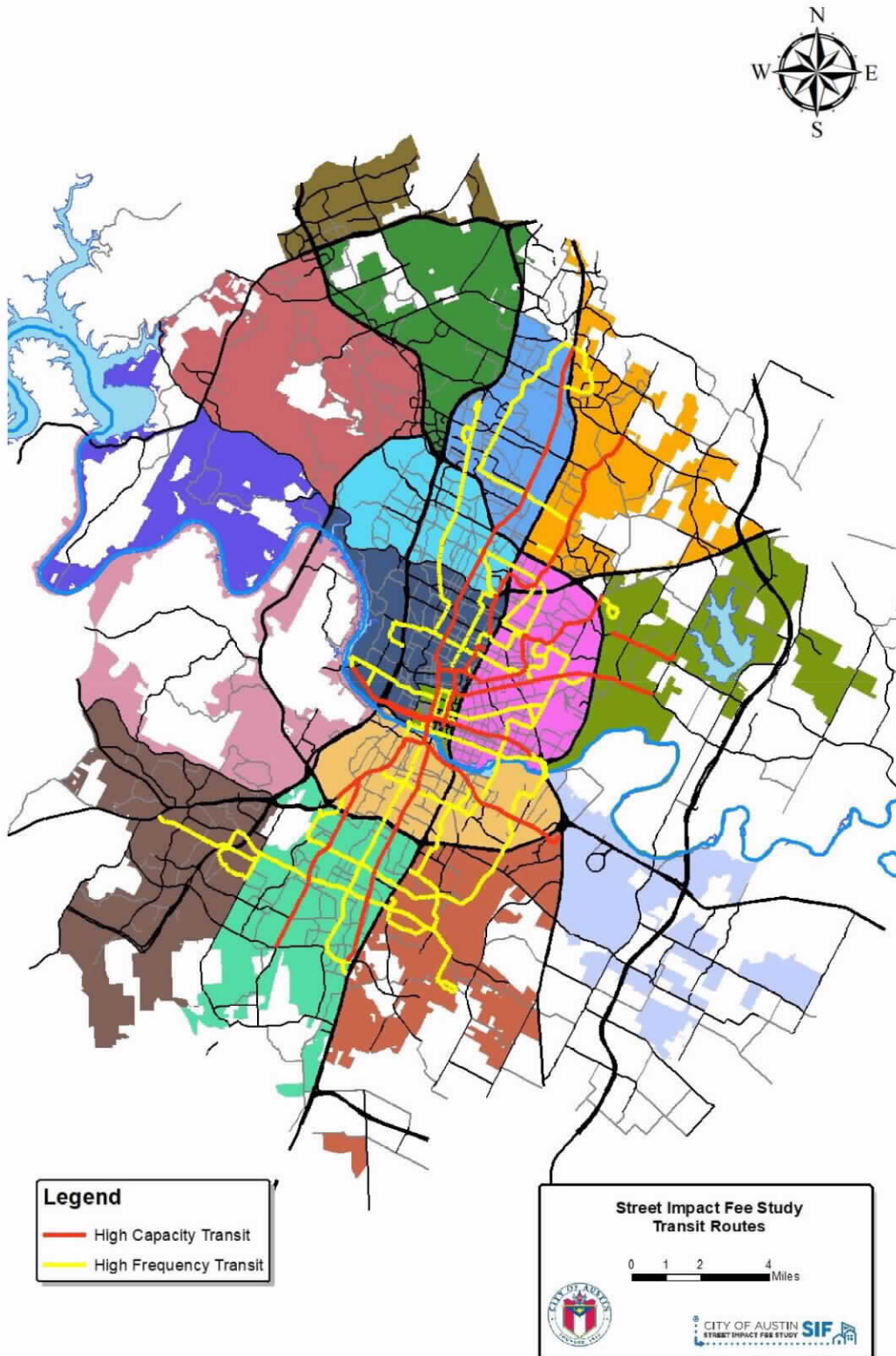


Table 7. 10-Year Growth Projections

2017 - 2027 Growth Projections¹

SERVICE AREA	RESIDENTIAL VEHICLE-MILES					NON-RESIDENTIAL SQUARE FEET ⁵			TRANS. DEMAND FACTOR ⁶			NON-RESIDENTIAL VEHICLE-MILES ¹⁰				TOTAL VEHICLE MILES ¹¹	AREA NEAR TRANSIT ¹²	TRANSIT ADJUSTED VEH-M ¹³
	Single Family Units	Trip Rate TDF ²	Multi-Family Units	Trip Rate TDF ³	VEHICLE MILES ⁴	BASIC	SERVICE	RETAIL	BASIC ⁷	SERVICE ⁸	RETAIL ⁹	BASIC	SERVICE	RETAIL	TOTAL			
		0.99		0.56					0.63	1.15	3.81							
A	769	4.26	4,831	2.41	14,919	27,000	1,456,000	1,449,000	3.78	3.89	7.98	102	5,664	11,563	17,329	32,248	0%	32,248
B	2,187	4.26	8,022	2.41	28,650	776,000	1,182,000	2,356,000	3.78	3.89	7.98	2,933	4,598	18,801	26,332	54,982	0%	54,982
C	641	4.26	5,313	2.41	15,535	189,000	2,250,000	1,561,000	3.78	3.89	7.98	714	8,753	12,457	21,924	37,459	34%	31,028
D	5,547	4.26	5,083	2.41	35,880	5,277,000	3,294,000	2,974,000	3.78	3.89	7.98	19,947	12,814	23,733	56,494	92,374	16%	85,159
E	1,809	4.26	4,490	2.41	18,527	89,000	960,000	921,000	3.78	3.89	7.98	336	3,734	7,350	11,420	29,947	0%	29,947
F	336	2.87	5,580	1.62	10,004	237,000	1,532,000	1,396,000	1.93	4.27	7.30	457	6,542	10,191	17,190	27,194	16%	25,010
G	5,631	4.26	4,749	2.41	35,433	1,660,000	3,509,000	1,966,000	3.78	3.89	7.98	6,275	13,650	15,689	35,614	71,047	11%	67,143
H	666	4.26	684	2.41	4,486	-11,000	1,455,000	4,000	3.78	3.89	7.98	-42	5,660	32	5,650	10,136	0%	10,136
I	712	2.87	7,989	1.62	14,986	47,000	1,337,000	1,405,000	1.93	4.27	7.30	91	5,709	10,257	16,057	31,043	43%	24,336
J	2,716	2.87	9,920	1.62	23,865	117,000	997,000	1,159,000	1.93	4.27	7.30	226	4,257	8,461	12,944	36,809	55%	26,625
K	620	4.26	734	2.41	4,410	19,000	326,000	275,000	3.78	3.89	7.98	72	1,268	2,195	3,535	7,945	0%	7,938
L	975	2.87	10,722	1.62	20,168	382,000	1,852,000	1,541,000	1.93	4.27	7.30	737	7,908	11,249	19,894	40,062	45%	31,130
M	2,622	4.26	4,643	2.41	22,359	548,000	1,896,000	2,050,000	3.78	3.89	7.98	2,071	7,375	16,359	25,805	48,164	5%	46,895
N	1,646	4.26	7,066	2.41	24,041	241,000	3,591,000	2,790,000	3.78	3.89	7.98	911	13,969	22,264	37,144	61,185	29%	52,261
O	3,892	4.26	5,263	2.41	29,264	1,524,000	200,000	4,003,000	3.78	3.89	7.98	5,761	778	31,944	38,483	67,747	15%	62,818
P	2,901	4.26	2,399	2.41	18,140	1,390,000	1,006,000	2,727,000	3.78	3.89	7.98	5,254	3,913	21,761	30,928	49,068	1%	48,823
DT	-15	2.87	3,797	1.62	6,108	-26,000	7,001,000	1,246,000	1.93	4.27	7.30	-50	29,894	9,096	38,940	45,048	88%	25,259
Totals	33,655		91,285		326,774	12,486,000	33,844,000	29,823,000				45,795	136,486	233,402	415,683	742,457		661,737

Notes:

¹ From City of Austin 2017 Land Use Assumptions for Street Impact Fees

² Transportation Demand Factor (from LUMMET) using Single Family Detached Housing land use and trip generation rate

³ Transportation Demand Factor (from LUMMET) using Multifamily Housing (Low-Rise) land use and trip generation rate

⁴ Calculated by multiplying TDF by the number of dwelling units

⁵ From City of Austin 2017 Land Use Assumptions for Street Impact Fees

⁶ Trip generation rate and Transportation Demand Factors from LUMMET for each land use

⁷ 'Basic' corresponds to General Light Industrial land use and trip generation rate

⁸ 'Service' corresponds to General Office land use and trip generation rate

⁹ 'Retail' corresponds to Shopping Center land use and trip generation rate

¹⁰ Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use

¹¹ Residential plus non-residential vehicle-mile totals for each Service Area

¹² Percentage of land area in Service area within 1/4 mile of High Capacity Transit and 1/8 mile of High Frequency Transit as shown in ASMP.

¹³ Adjustment reflects a 50% reduction in demand for the proportion of service areas in areas near transit. Adjusted demand calculated by multiplying unadjusted demand by the area near transit and by reduction factor and subtracting from unadjusted demand.

Equation calculated from values in Table: **Adjusted Demand = Unadjusted demand - (Unadjusted Demand * Area Near Transit * Reduction Factor (50%))**

**Table 7 (Continued). 10-Year Growth Projections
Vehicle Miles of Increase (2017-2027)**

SERVICE AREA	VEH-MILES	TRANSIT ADJUSTED VEH-MILES
A	32,248	32,248
B	54,982	54,982
C	37,459	31,028
D	92,374	85,159
E	29,947	29,947
F	27,194	25,010
G	71,047	67,143
H	10,136	10,136
I	31,043	24,336
J	36,809	26,625
K	7,945	7,938
L	40,062	31,130
M	48,164	46,895
N	61,185	52,261
O	67,747	62,818
P	49,068	48,823
DT	45,048	25,259

V. STREET IMPACT FEE CALCULATION

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible Street Impact Fee RCP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. **Table 8** illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation. The calculation of the maximum assessable impact fee is shown in **Table 9**. The Street Impact Fee RCP consists of both roadway segment and intersection improvements. The roadway segment component is referred to as the “Roadway Impact Fee RCP,” while the intersection component is referred to as the “Intersection Impact Fee RCP.”

Table 8. Maximum Assessable Street Impact Fee Computation

Line	Title	Description
1	<i>Total Vehicle-Miles of Capacity Added by the Street Impact Fee RCP</i>	The total number of vehicle-miles added to the service area based on the capacity, length, and number of lanes in each project (from Appendix B – RCP Units of Supply)

Each project identified in the RCP will add a certain amount of capacity to the City’s roadway network based on its length and classification. This line displays the total amount added within each service area.

2	<i>Total Vehicle-Miles of Existing Demand</i>	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from Appendix B – RCP Units of Supply)
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A number of facilities identified in the RCP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

3	<i>Net Amount of Vehicle-Miles of Capacity Added</i>	A measurement of the amount of vehicle-miles added by the Street Impact Fee RCP that will not be utilized by existing demand (Line 1 – Line 2)
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This calculation identifies the portion of the Street Impact Fee RCP (in vehicle-miles) that may be recoverable through the collection of impact fees.

4	<i>Total Cost of the Roadway Impact Fee RCP within the Service Area</i>	The total cost of the roadway projects within each service area (from Table 5: 10-Year Roadway Impact Fee Roadway Capacity Plan with Conceptual Level Cost Projections)
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This line simply identifies the total cost of all the roadway projects identified in each service area.

5	<i>Cost of Net Capacity Supplied</i>	The total Roadway Impact Fee RCP cost (Line 4) prorated by the ratio of Net Capacity Added (Line 3) to Total Capacity Added (Line 1). $[(\text{Line 3} / \text{Line 1}) * (\text{Line 4})]$
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Using the ratio of vehicle-miles added by the Roadway Impact Fee RCP available to serve future growth to the total vehicle-miles added, the total cost of the RCP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

6	<i>Cost to Meet Existing Needs and Usage</i>	The difference between the Total Cost of the Roadway Impact Fee RCpP (Line 4) and the Cost of the Net Capacity supplied (Line 5). (Line 4 – Line 5)
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This line is provided for information purposes only – it is to present the portion of the total cost of the Street Impact Fee RCP that is required to meet existing demand.

7	<i>Total Vehicle-Miles of New Demand over Ten Years</i>	Based upon the growth projection provided in the Land Use Assumptions , an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 6)
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This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

8	<i>Percent of Service Area within Transit walking distance</i>	A ratio was calculated for each Service Area to represent the percent of land within walking distance of existing or proposed Transit. (from Table 7)
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This line presents the ratio of land within a service area within walking distance of existing or proposed transit.

9	<i>Total Vehicle-Miles of New Demand over Ten Years Transit Adjusted</i>	Based upon the growth projection provided in the Land Use Assumptions , an estimate of the number of new vehicle-miles within the service area over the next ten years, adjusted to reflect mode shift to transit trips. (from Table 7)
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This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years, adjusted to reflect anticipated mode shift to transit.

10	<i>Percent of Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (Line 9) by the Net Amount of Capacity Added (Line 3), limited to 100% (Line 11). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
11	<i>Chapter 395 Check</i>	

In order to ensure that the vehicle-miles added by the Roadway Impact Fee RCP do not exceed the amount needed to accommodate growth beyond the ten-year window, a comparison of the two values is performed. If the amount of vehicle-miles added by the Roadway Impact Fee RCP exceeds the growth projected to occur in the next ten years, the Roadway Impact Fee RCP cost is reduced accordingly.

12	<i>Cost of Roadway Impact Fee RCP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 5) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 11).
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This value is the total Roadway Impact Fee RCP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

13	<i>Total Cost of the Intersection Impact Fee RCP within the Service Area</i>	The total cost of the intersection projects within each service area (from Table 4: 10-Year Street Impact Fee Roadway Capacity Plan with Conceptual Level Cost Projections)
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This line simply identifies the total cost of all the intersection projects identified in each service area.

14	<i>Percent of Intersection Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand Transit Adjusted (Line 9) by the transit adjusted vehicle-mile carrying capacity in each service area.
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In order to ensure that the capacity added by the Intersection Impact Fee RCP does not exceed the amount needed to accommodate growth beyond the ten-year window, the anticipated vehicle mile growth in each service area is calculated as a percentage of the vehicle-mile carrying capacity.

15	<i>Cost of Intersection Impact Fee RCP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 11) by the Percent of Capacity Added Attributable to New Growth (Line 12). (Line 11 * Line 12)
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This value is the total Intersection Impact Fee RCP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

16	<i>Cost of Street Impact Fee RCP Attributable to New Growth</i>	The result of adding the Cost of the Roadway Impact Fee RCP Attributable to new growth (Line 10) to the Cost of the Intersection Impact Fee RCP Attributable to new growth (Line 13). (Line 10 + Line 13)
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This value is the total Street Impact Fee RCP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

17	Existing Escrow Fund Balance	The available escrow funds in each service area as of November 1, 2019.
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This line represents the credit given for developer contributions and is a cash balance for all funds available to the City of Austin.

18	Cost of the Street Impact Fee RCP Attributable to New Growth less Developer Contributions	The sum of the Cost of Capacity Added Attributable to New Growth, less developer contributions. (Line 16 – Line 17 + Study Cost per Service Area)
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This line identifies the portion of the cost for identified Street Impact Fee eligible projects that are attributable to new growth (less developer contributions. This is the amount used to divide by the total new demand over ten years (transit adjusted) to determine the pre-credit, pre-financing maximum fee per service unit. The cost of the study, divided evenly over the 17 Service Areas, is included in this cost as a recoverable cost as allowed per Chapter 395 of the Local Government Code

19	Pre-Credit, Pre-Financing Maximum Fee Per Service Unit	Found by dividing the Cost of the RCP Attributable to New Growth less Developer Contributions (Line 18) by the Transit Adjusted Total Vehicle-Miles of New Demand Over Ten Years (Line 9). (Line 18 / Line 9)
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This line represents the maximum fee assessable by state law prior to credits given for ad valorem taxes and for additional cost of financing less interest earnings on debt. *It is anticipated that these maximum fees per service unit will increase following this calculation.*

B. Plan for Financing and the Ad Valorem Tax Credit

Chapter 395 of the Texas Local Government Code requires the Street Impact Fee Roadway Capacity Plan for Street Impact Fees to contain specific enumeration of a plan for awarding the impact fee credit. Section 395.014 of the Code requires:

- (A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the transportation improvements plan; or
- (B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the transportation improvements plan...”

The plan is summarized, as prepared by NewGen Strategies in **Appendix C** and **Appendix D**, Plan for Awarding the Street Impact Fee Credit. The following table summarizes the portions of **Table 8** that utilize this credit calculation.

Line	Title	Description
20	Financing Costs	(from Appendix C – Plan for Awarding the Street Impact Fee Credit)
21	Interest Earnings	(from Appendix C – Plan for Awarding the Street Impact Fee Credit)
22	Credit for Ad Valorem Taxes	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix D – Plan for Awarding the Street Impact Fee Credit)
23	Recoverable Cost of the Street Impact Fee RCP and Financing	The Cost of the RCP Attributable to New Growth (Line 18) plus the Financing Costs (Line 20) and the difference from Interest Earnings (Line 21) and the Credit for Ad Valorem Taxes (Line 22). (Line 18 + Line 20 + Line 21 + Line 22)
24	Maximum Assessable Fee Per Service Unit	Found by dividing the Recoverable Cost of the RCP and Financing (Line 23) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 9). (Line 23 / Line 9)

C. Maximum Assessable Impact Fee Determination

The impact fee determination method employed by NewGen Strategies and Solutions, LLC is developed through a financial based model, which fully recognizes the requirements of Chapter 395, including the recognition of cash and/or debt financing, interest earnings, fund balances, and applicable credits associated with the use of ad valorem taxes. In developing the components of the financial model several assumptions must be made, including the following:

- Financing
 - Method of financing (i.e. cash or debt financing)
 - The level of financing (e.g. 100% debt)
 - Cost of financing
 - Debt repayment structure
- Timing and Level of Expenditures and Revenues
- Interest Earnings
- Annual Vehicle Mile Growth
- Portion of Ad Valorem Tax Revenue Used to Fund Impact Fee Street Improvements

The assumptions employed in the maximum assessable impact fee determination provide a reasonable basis for forecasting; however, it must be emphasized that these assumptions may not necessarily reflect actual future conditions. To address this, Chapter 395 requires the monitoring of impact fees through the Impact Fee Advisory Committee and allows for the option to update or revise impact fees to reflect the actual implementation of the impact fee program.

Once the cost of capacity added that is attributable to growth (**Table 9** - line 18) is determined, it must then be decided how the cost will be financed: cash and/or debt. For any previously funded projects, whether partially funded or in full, actual costs of capital have been included. Based on discussions with City staff, unless specific funding has already been determined, it is assumed that the City will debt finance 80% of the future project costs, and the remaining 20% with cash. For debt financing, the cost of financing is based on the City

staff estimates of future debt costs for bonds issued with 20-year terms, as shown in **Appendix D**. Debt service payments for each future debt issue are assumed to remain constant over the issue's term.

Currently, the exact timing and annual level of cash capital expenditures over the forecast period is indeterminate; therefore, it is assumed that capital expenditures will occur in equal amounts over the 10-year program period. It is also assumed that for debt-financed capital projects, the City will expend debt proceeds over a 3-year timeframe. For the calculation of the maximum assessable impact fee, debt is assumed to be issued in equal amounts for each year. In order to recognize the full amount of debt to be issued for the cost of capacity added that is attributable to growth during the 10-year period, a portion of years 8, 9, and 10 are assumed to be spent in the final 3 years.

Because debt is issued over 20-year terms and impact fees developed herein are to be charged over a 10-year period, sufficient fund balance must be generated to meet the future debt service obligations. Fund balances were identified for each service area as a potential source for the current Impact Fee CIP. Because of the generation of the fund balance, excess monies will be available for interest earnings.

Chapter 395 states that interest earnings are funds of the impact fee account and are to be held to the same restrictions as impact fee revenues. Therefore, in order to recognize that interest earnings are used to fund only impact fee eligible improvements, interest earnings are credited against the costs recoverable through impact fees. It should be noted that Chapter 395 does not require the upfront recognition of interest earnings in the impact fee determination; however, in an effort to acknowledge the time value of the impact fee payers' monies, interest earnings have been credited. Interest is assumed to be earned at an annual rate of 1.44% per City staff.

As with the timing and level of the capital expenditures over the 10-year forecast, the timing and annual level of vehicle mile growth over the 10-year program period is indeterminate at

the present time. As such, it is assumed that vehicle mile growth will be consistent over the 10-year forecast.

Chapter 395 requires a plan for awarding either a credit for the portion of ad valorem tax and/or utility service revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Street Impact Fee CIP. As an alternative, a credit equal to 50% of the total cost of implementing the Street Impact Fee CIP may be used. The City has elected to pursue the determination of a credit for the portion of ad valorem tax revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Street Impact Fee CIP. It should be noted that the credit is not a determination to recognize the total ad valorem tax revenue generated by new vehicle miles, but is only a credit for the portion of ad valorem tax revenue that is used for payment of improvements that are included in the Street Impact Fee CIP. Theoretically, the credit determination could be zero (\$0) if the City does not utilize any of the new vehicle mile ad valorem tax revenue to fund improvements that are included in the Street Impact Fee CIP. However, to be conservative and recognize potential cash flow issues that can occur with the funding of major capital improvement projects, it is assumed that the debt-funded projects (80% of the improvement costs included in the Street Impact Fee CIP but not otherwise funded) could potentially be funded by ad valorem tax revenue.

Since payments made through ad valorem tax revenue will consist of not only the revenue generated by new vehicle miles in the defined service area, but also existing property owners throughout the City, the portion attributable to the new vehicle miles in the defined service area must be isolated, as illustrated in the credit calculation in **Appendix D**.

Table 9. Maximum Assessable Street Impact Fee

SERVICE AREA:		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	DT
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE STREET IMPACT FEE RCP (FROM STREET IMPACT FEE RCP SERVICE UNITS OF SUPPLY, APPENDIX B)	20,629	98,930	54,557	82,623	57,594	31,313	70,599	26,643	35,791	42,672	5,351	49,742	33,414	62,193	81,211	39,803	15,830
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM STREET IMPACT FEE RCP SERVICE UNITS OF SUPPLY, APPENDIX B)	8,390	11,346	21,324	24,696	23,793	18,638	12,105	18,070	24,082	16,743	2,154	25,816	14,136	34,128	13,697	5,112	2,467
3	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2)	12,239	87,584	33,233	57,927	33,801	12,675	58,494	8,573	11,709	25,929	3,197	23,926	19,278	28,065	67,514	34,691	13,363
4	TOTAL COST OF THE ROADWAY IMPACT FEE RCP WITHIN SERVICE AREA (FROM TABLES 4A TO 4P)	\$ 57,804,000	\$ 340,047,000	\$ 148,218,500	\$ 198,920,000	\$ 85,839,500	\$ 64,016,500	\$ 188,121,053	\$ 30,084,000	\$ 107,955,500	\$ 117,009,000	\$ 58,820,000	\$ 121,770,000	\$ 147,901,000	\$ 129,122,459	\$ 244,778,100	\$ 128,684,500	\$ 31,630,500
5	COST OF NET CAPACITY SUPPLIED (LINE 3 / LINE 1) * (LINE 4)	\$ 34,294,593	\$ 301,047,978	\$ 90,286,222	\$ 139,462,847	\$ 50,377,833	\$ 25,912,852	\$ 155,865,563	\$ 9,680,221	\$ 35,317,564	\$ 71,098,762	\$ 35,142,504	\$ 58,571,610	\$ 85,330,564	\$ 58,267,358	\$ 203,493,968	\$ 112,157,224	\$ 26,701,097
6	COST TO MEET EXISTING NEEDS AND USAGE (LINE 4 - LINE 5)	\$ 23,509,407	\$ 38,999,022	\$ 57,932,278	\$ 59,457,153	\$ 35,461,667	\$ 38,103,648	\$ 32,255,490	\$ 20,403,779	\$ 72,637,936	\$ 45,910,238	\$ 23,677,496	\$ 63,198,390	\$ 62,570,436	\$ 70,855,101	\$ 41,284,132	\$ 16,527,276	\$ 4,929,403
7	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS UNADJUSTED (FROM TABLE 7 AND LAND USE ASSUMPTIONS)	32,248	54,982	37,459	92,374	29,947	27,194	71,047	10,136	31,043	36,809	7,945	40,062	48,164	61,185	67,747	49,068	45,048
8	% SERVICE AREA NEAR TRANSIT (FROM TABLE 7)	0.0%	0.0%	34.3%	15.6%	0.0%	16.1%	11.0%	0.0%	43.2%	55.3%	0.2%	44.6%	5.3%	29.2%	14.6%	1.0%	87.9%
9	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS TRANSIT ADJUSTED (FROM TABLE 7)	32,248	54,982	31,028	85,159	29,947	25,010	67,143	10,136	24,336	26,625	7,938	31,130	46,895	52,261	62,818	48,823	25,259
10	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 9 / LINE 3)	263.4%	62.7%	93.3%	147.0%	88.5%	197.3%	114.7%	118.2%	207.8%	102.6%	248.5%	167.4%	243.2%	186.2%	93.0%	140.7%	189.0%
11	IF LINE 9 > LINE 3, REDUCE LINE 10 TO 100%, OTHERWISE NO CHANGE	100.0%	62.7%	93.3%	100.0%	88.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	93.0%	100.0%	100.0%
12	COST OF ROADWAY IMPACT FEE RCP ATTRIBUTABLE TO GROWTH (LINE 5 * LINE 11)	\$ 34,294,593	\$ 188,757,082	\$ 84,237,045	\$ 139,462,847	\$ 44,584,382	\$ 25,912,852	\$ 155,865,563	\$ 9,680,221	\$ 35,317,564	\$ 71,098,762	\$ 35,142,504	\$ 58,571,610	\$ 85,330,564	\$ 58,267,358	\$ 189,249,390	\$ 112,157,224	\$ 26,701,097
13	TOTAL COST OF THE INTERSECTION IMPACT FEE RCP WITHIN SERVICE AREA (FROM TABLES 4A TO 4P)	\$ 5,782,250	\$ 13,498,500	\$ 39,524,500	\$ 33,735,250	\$ 17,457,500	\$ 38,777,000	\$ 7,624,750	\$ 7,975,500	\$ 17,265,000	\$ 43,038,000	\$ 16,623,000	\$ 15,754,000	\$ 10,881,500	\$ 22,718,250	\$ 12,370,250	\$ 3,327,500	\$ 8,584,500
14	PERCENT OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (TRANSIT ADJUSTED NEW DEMAND OVER TEN YEARS / 2027 DEMAND)	33%	26%	10%	30%	15%	12%	64%	28%	11%	13%	10%	14%	24%	17%	29%	68%	12%
15	COST OF INTERSECTION IMPACT FEE RCP ATTRIBUTABLE TO GROWTH (LINE 13 * LINE 14)	\$ 1,908,143	\$ 3,509,610	\$ 3,952,450	\$ 10,120,575	\$ 2,618,625	\$ 4,653,240	\$ 4,885,315	\$ 2,233,140	\$ 1,899,150	\$ 5,594,940	\$ 1,662,300	\$ 2,205,560	\$ 2,611,560	\$ 3,862,103	\$ 3,587,373	\$ 2,262,700	\$ 1,030,140
16	COST OF TOTAL STREET IMPACT FEE RCP ATTRIBUTABLE TO GROWTH (LINE 12 + LINE 15)	\$ 36,202,736	\$ 192,266,692	\$ 88,189,495	\$ 149,583,422	\$ 47,203,007	\$ 30,566,092	\$ 160,750,878	\$ 11,913,361	\$ 37,216,714	\$ 76,693,702	\$ 36,804,804	\$ 60,777,170	\$ 87,942,124	\$ 62,129,461	\$ 192,836,763	\$ 114,419,924	\$ 27,731,237
17	EXISTING ESCROW FUND BALANCE	\$ 48,700	\$ 423,748	\$ 1,342,833	\$ 1,354,645	\$ 231,362	\$ 233,022	\$ 49,535	\$ 111,153	\$ 4,425,879	\$ 244,622	\$ 164,468	\$ 345,445	\$ 497,635	\$ 951,069	\$ 1,045,666	\$ 105,763	\$ 1,221,282
18	COST OF THE ROADWAY IMPACT FEE RCP ATTRIBUTABLE TO NEW GROWTH LESS DEVELOPER CONTRIBUTIONS (LINE 16 - LINE 17 + STUDY COST PER SERVICE AREA)	\$ 36,237,145	\$ 191,926,053	\$ 86,929,771	\$ 148,311,886	\$ 47,054,754	\$ 30,416,179	\$ 160,784,452	\$ 11,885,317	\$ 32,873,944	\$ 76,532,189	\$ 36,723,444	\$ 60,514,834	\$ 87,527,597	\$ 61,261,501	\$ 191,874,206	\$ 114,397,269	\$ 26,593,063
19	PRE-CREDIT, PRE-FINANCING MAXIMUM FEE PER SERVICE UNIT (LINE 18 / LINE 9)	\$ 1,124	\$ 3,491	\$ 2,802	\$ 1,742	\$ 1,571	\$ 1,216	\$ 2,395	\$ 1,173	\$ 1,351	\$ 2,874	\$ 4,626	\$ 1,511	\$ 1,866	\$ 1,172	\$ 3,054	\$ 2,343	\$ 1,053
20	FINANCING COSTS (FROM APPENDIX C)	\$ 17,294,189	\$ 92,977,385	\$ 41,831,530	\$ 71,838,599	\$ 22,646,115	\$ 14,446,143	\$ 77,703,743	\$ 5,679,082	\$ 14,084,230	\$ 36,988,626	\$ 14,056,137	\$ 29,205,014	\$ 42,143,241	\$ 29,641,833	\$ 92,742,375	\$ 55,411,082	\$ 12,879,607
21	INTEREST EARNINGS (FROM APPENDIX C)	\$ (5,614,948)	\$ (34,683,805)	\$ (14,744,421)	\$ (26,518,054)	\$ (8,004,583)	\$ (4,458,423)	\$ (28,218,241)	\$ (1,879,175)	\$ (5,015,887)	\$ (13,609,161)	\$ (5,019,008)	\$ (10,577,007)	\$ (14,887,289)	\$ (10,945,446)	\$ (33,796,761)	\$ (20,679,444)	\$ (4,833,906)
22	CREDIT FOR AD VALOREM TAXES (FROM APPENDIX C)	\$ (435,791)	\$ (3,969,579)	\$ (1,010,670)	\$ (4,750,699)	\$ (528,076)	\$ (282,897)	\$ (4,055,190)	\$ (44,956)	\$ (288,599)	\$ (765,463)	\$ (101,613)	\$ (707,069)	\$ (1,538,578)	\$ (1,203,524)	\$ (4,528,108)	\$ (2,100,837)	\$ (252,644)
23	RECOVERABLE COST OF STREET IMPACT FEE RCP AND FINANCING (LINE 18 + LINE 20 + LINE 21 + LINE 22)	\$ 47,480,594	\$ 246,250,054	\$ 113,006,209	\$ 188,881,732	\$ 61,168,209	\$ 40,121,002	\$ 206,214,764	\$ 15,640,268	\$ 41,653,689	\$ 99,146,191	\$ 45,658,960	\$ 78,435,772	\$ 113,244,972	\$ 78,754,364	\$ 246,291,711	\$ 147,028,071	\$ 34,386,120
24	MAXIMUM ASSESSABLE FEE PER SERVICE UNIT (LINE 23 / LINE 9)	\$ 1,472	\$ 4,479	\$ 3,642	\$ 2,218	\$ 2,043	\$ 1,604	\$ 3,071	\$ 1,543	\$ 1,712	\$ 3,724	\$ 5,752	\$ 2,520	\$ 2,415	\$ 1,507	\$ 3,921	\$ 3,011	\$ 1,361

D. Service Unit Demand Per Unit of Development

The Street Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City will utilize the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in **Table 10**. This table lists the predominant land uses that may occur within the City of Austin. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of local uses are found in this table. The descriptions for each land use are presented in **Table 11**. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use is a fundamental component of the LUVMET. The trip rate is the average number of trips generated during the afternoon peak hour by each land use per development unit. The next column in **Table 10**, if applicable to the land use, presents the percentage of trips to and from certain land uses reduced by pass-by trips, as previously discussed.

The definitive source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 10th Edition*, the latest edition. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning. However, for land uses not contained within the 10th Edition of the *ITE Trip Generation Manual*, an alternative service unit demand could be calculated by completing a trip generation study based on the procedure identified in the *ITE Trip Generation Handbook*.

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The trip length values are based on the CAMPO long range transportation model and supplemented by the *National Household Travel Survey* performed by the FHWA. A separate trip length is

calculated if the service area is inside or outside the “loop”, formed by US 183, SH 71 (Ben White Blvd) and SH 360 (Capital of Texas Highway) around Austin. The other adjustment to trip length is the 50% origin-destination reduction to avoid double counting of trips. At this stage, another important aspect of the state law is applied – the limit on transportation service unit demand. If the adjusted trip length is above six (6) miles, the maximum trip length used for calculation is reduced to six (6) miles. This reduction, as discussed previously, limits the maximum trip length to the approximate size of the service areas.

The remaining column in the LUVMET shows the vehicle-miles per development unit. This number is the product of the trip rate and the maximum trip length. This number, previously referred to as the *Transportation Demand Factor*, is used in the impact fee to compute the number of service units attributed to each land use category. The number of service units is multiplied by the impact fee rate (established by City ordinance) in order to determine the impact fee for a development.

Table 10. Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length Inside Loop (mi)	Trip Length Outside Loop (mi)	Adj. For O-D	Adj. Trip Length Inside Loop (mi)	Adj. Trip Length Outside Loop (mi)	Max Trip Length Inside Loop (mi)	Max Trip Length Outside Loop (mi)	Veh-Mi Per Dev-Unit Inside Loop	Veh-Mi Per Dev-Unit Outside Loop
PORT AND TERMINAL															
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.70	10.70	50%	5.35	5.35	5.35	5.35	10.00	10.00
INDUSTRIAL															
General Light Industrial	110	1,000 SF GFA	0.63			0.63	6.15	12.89	50%	3.07	6.45	3.07	6.00	1.93	3.78
Industrial Park	130	1,000 SF GFA	0.40			0.40	6.15	12.89	50%	3.07	6.45	3.07	6.00	1.23	2.40
Manufacturing	140	1,000 SF GFA	0.67			0.67	6.15	12.89	50%	3.07	6.45	3.07	6.00	2.06	4.02
Warehousing	150	1,000 SF GFA	0.19			0.19	6.15	12.89	50%	3.07	6.45	3.07	6.00	0.58	1.14
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	6.15	12.89	50%	3.07	6.45	3.07	6.00	0.52	1.02
RESIDENTIAL															
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	5.81	8.59	50%	2.90	4.30	2.90	4.30	2.87	4.26
Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs ¹	220	Dwelling Unit	0.56			0.56	5.81	8.59	50%	2.90	4.30	2.90	4.30	1.62	2.41
Mid-Rise Apartments or Condominiums ¹	221	Dwelling Unit	0.44			0.44	5.81	8.59	50%	2.90	4.30	2.90	4.30	1.28	1.89
High-Rise Apartments or Condominiums ¹	222	Dwelling Unit	0.36			0.36	5.81	8.59	50%	2.90	4.30	2.90	4.30	1.04	1.55
Mobile Home Park	240	Dwelling Unit	0.46			0.46	5.81	8.59	50%	2.90	4.30	2.90	4.30	1.33	1.98
Senior Adult Housing-Detached	251	Dwelling Unit	0.30			0.30	5.81	8.59	50%	2.90	4.30	2.90	4.30	0.87	1.29
Senior Adult Housing-Attached	252	Dwelling Unit	0.26			0.26	5.81	8.59	50%	2.90	4.30	2.90	4.30	0.75	1.12
Assisted Living	254	Beds	0.26			0.26	5.81	8.59	50%	2.90	4.30	2.90	4.30	0.75	1.12
LODGING															
Hotel	310	Room	0.60			0.60	5.41	5.41	50%	2.70	2.71	2.70	2.71	1.62	1.63
Motel / Other Lodging Facilities	320	Room	0.38			0.38	5.41	5.41	50%	2.70	2.71	2.70	2.71	1.03	1.03
RECREATIONAL															
Golf Driving Range	432	Tee	1.25			1.25	5.82	6.35	50%	2.91	3.18	2.91	3.18	3.64	3.98
Golf Course	430	Acre	0.28			0.28	5.82	6.35	50%	2.91	3.18	2.91	3.18	0.81	0.89
Recreational Community Center	495	1,000 SF GFA	2.31			2.31	5.82	6.35	50%	2.91	3.18	2.91	3.18	6.72	7.35
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	5.82	6.35	50%	2.91	3.18	2.91	3.18	3.87	4.23
Miniature Golf Course	431	Hole	0.33			0.33	5.82	6.35	50%	2.91	3.18	2.91	3.18	0.96	1.05
Multiplex Movie Theater	445	Screens	13.73			13.73	5.82	6.35	50%	2.91	3.18	2.91	3.18	39.95	43.66
Racquet / Tennis Club	491	Court	3.82			3.82	5.82	6.35	50%	2.91	3.18	2.91	3.18	11.12	12.15
INSTITUTIONAL															
Religious Place of Worship	560	1,000 SF GFA	0.49			0.49	6.30	6.30	50%	3.15	3.15	3.15	3.15	1.54	1.54
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.39	3.39	50%	1.69	1.70	1.69	1.70	10.53	10.59
Elementary School	520	Students	0.17			0.17	3.39	3.39	50%	1.69	1.70	1.69	1.70	0.29	0.29
Middle School / Junior High School	522	Students	0.17			0.17	3.39	3.39	50%	1.69	1.70	1.69	1.70	0.29	0.29
High School	530	Students	0.14			0.14	3.39	3.39	50%	1.69	1.70	1.69	1.70	0.24	0.24
Junior / Community College	540	Students	0.11			0.11	3.39	3.39	50%	1.69	1.70	1.69	1.70	0.19	0.19
University / College	550	Students	0.15			0.15	3.39	3.39	50%	1.69	1.70	1.69	1.70	0.25	0.26
MEDICAL															
Clinic	630	1,000 SF GFA	3.28			3.28	7.42	6.76	50%	3.71	3.38	3.71	3.38	12.17	11.09
Hospital	610	1,000 SF GFA	0.97			0.97	7.42	6.76	50%	3.71	3.38	3.71	3.38	3.60	3.28
Nursing Home	620	Beds	0.22			0.22	7.42	6.76	50%	3.71	3.38	3.71	3.38	0.82	0.74
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	7.42	6.76	50%	3.71	3.38	3.71	3.38	9.16	8.35

Notes:

1: Housing types based on height of buildings. Land Use Category may be changed between ITE Code 220, 221, & 222 based on proposed building heights per Table 11 - Land Use Descriptions.

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (August 2014)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 10 (Cont'd). Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length Inside Loop (mi)	Trip Length Outside Loop (mi)	Adj. For O-D	Adj. Trip Length Inside Loop (mi)	Adj. Trip Length Outside Loop (mi)	Max Trip Length Inside Loop (mi)	Max Trip Length Outside Loop (mi)	Veh-Mi Per Dev-Unit Inside Loop	Veh-Mi Per Dev-Unit Outside Loop
OFFICE															
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	7.42	6.76	50%	3.71	3.38	3.71	3.38	2.23	2.03
General Office Building	710	1,000 SF GFA	1.15			1.15	7.42	6.76	50%	3.71	3.38	3.71	3.38	4.27	3.89
Medical-Dental Office Building	720	1,000 SF GFA	3.46			3.46	7.42	6.76	50%	3.71	3.38	3.71	3.38	12.84	11.69
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	7.42	6.76	50%	3.71	3.38	3.71	3.38	6.34	5.78
Office Park	750	1,000 SF GFA	1.07			1.07	7.42	6.76	50%	3.71	3.38	3.71	3.38	3.97	3.62
COMMERCIAL															
Automobile Related															
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	5.41	5.41	50%	2.70	2.71	2.70	2.71	5.05	5.07
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	5.41	5.41	50%	2.70	2.71	2.70	2.71	7.56	7.59
Gasoline/Service Station	944	Vehicle Fueling Position	14.03	42%	A	8.14	1.20	1.20	50%	0.60	0.60	0.60	0.60	4.88	4.88
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	13.99	56%	B	6.16	1.20	1.20	50%	0.60	0.60	0.60	0.60	3.70	3.70
New Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.41	5.41	50%	2.70	2.71	2.70	2.71	5.24	5.26
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	5.41	5.41	50%	2.70	2.71	2.70	2.71	7.86	7.89
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	1.20	50%	0.60	0.60	0.60	0.60	1.99	1.99
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	5.41	5.41	50%	2.70	2.71	2.70	2.71	7.75	7.78
Dining															
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	32.67	50%	A	16.34	3.39	3.39	50%	1.69	1.70	1.69	1.70	27.61	27.78
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	28.34	50%	B	14.17	3.39	3.39	50%	1.69	1.70	1.69	1.70	23.95	24.09
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.41	5.41	50%	2.70	2.71	2.70	2.71	15.04	15.09
Quality Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.41	5.41	50%	2.70	2.71	2.70	2.71	11.80	11.84
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	43.38	70%	A	13.01	1.20	1.20	50%	0.60	0.60	0.60	0.60	7.81	7.81
Other Retail															
Free-Standing Discount Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.82	6.35	50%	2.91	3.18	2.91	3.18	9.84	10.75
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	5.82	6.35	50%	2.91	3.18	2.91	3.18	14.14	15.45
Home Improvement Superstore	862	1,000 SF GFA	2.33	48%	A	1.21	5.82	6.35	50%	2.91	3.18	2.91	3.18	3.52	3.85
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.51	53%	A	4.00	5.82	6.35	50%	2.91	3.18	2.91	3.18	11.64	12.72
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	10.29	49%	A	5.25	5.82	6.35	50%	2.91	3.18	2.91	3.18	15.28	16.70
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.82	6.35	50%	2.91	3.18	2.91	3.18	7.30	7.98
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.82	6.35	50%	2.91	3.18	2.91	3.18	17.20	18.79
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.82	6.35	50%	2.91	3.18	2.91	3.18	10.19	11.13
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	5.82	6.35	50%	2.91	3.18	2.91	3.18	3.99	4.36
SERVICES															
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	3.39	3.39	50%	1.69	1.70	1.69	1.70	12.30	12.38
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	3.39	3.39	50%	1.69	1.70	1.69	1.70	29.83	30.01
Hair Salon	918	1,000 SF GLA	1.45	30%	B	1.02	3.39	3.39	50%	1.69	1.70	1.69	1.70	1.72	1.73

Notes:

1: Housing types based on height of buildings. Land Use Category may be changed between ITE Code 220, 221, & 222 based on proposed building heights per Table 11 - Land Use Descriptions.

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (August 2014)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11. Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
PORT AND TERMINAL		
Truck Terminal	030	Point of goods transfer between trucks, between trucks and rail, or between trucks and ports
INDUSTRIAL		
General Light Industrial	110	Emphasis on activities other than manufacturing in a free-standing facility devoted to a single use
Industrial Park	130	Contains a number of industrial or related facilities; characterized by a mix of highly diversified facilities
Manufacturing	140	Primary activity is conversion of raw materials or parts into finished products
Warehousing	150	Devoted to storage of materials but may include office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units or vaults rented to others for the storage of goods
RESIDENTIAL		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs	220	One or two levels (floors) per building such as duplex, townhomes, and single family houses <1,200 SF
Mid-Rise Apartments or Condominiums	221	Multi-family housing between three and ten levels (floors) per building
High-Rise Apartments or Condominiums	222	Multi-family housing more than ten levels (floors) per building
Mobile Home Park	240	Consists of manufactured homes that are sited and installed on permanent foundations
Senior Adult Housing-Detached	251	Consists of detached independent living developments that include amenities such as golf courses and swimming pools
Senior Adult Housing-Attached	252	Consists of attached independent living developments that include limited social or recreation services
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities
LODGING		
Hotel	310	Lodging facilities that typically have on-site restaurants, lounges, meeting and/or banquet rooms, or other retail shops and services
Motel / Other Lodging Facilities	320	Lodging facilities that may have small on-site restaurant or buffet area but little or no meeting space
RECREATIONAL		
Golf Driving Range	432	Facilities with driving tees for practice; may provide individual or group lessons; may have prop shop and/or refreshment facilities
Golf Course	430	May include municipal courses and private country clubs; may have driving ranges, pro shops, and restaurant/banquet facilities
Recreational Community Center	495	Category includes stand-alone public facilities often including classes and clubs for adults and children including YMCAs
Ice Skating Rink	465	Rinks for ice skating and related sports; may contain spectator areas and refreshment facilities
Miniature Golf Course	431	One or more individual putting courses; category should not be used when part of a multipurpose entertainment center (e.g. batting cages, go-carts)
Multiplex Movie Theater	445	Movie theater with audience seating, minimum of ten (10) screens, lobby, and refreshment area.
Racquet / Tennis Club	491	Indoor or outdoor facilities specifically designed for playing tennis
INSTITUTIONAL		
Religious Place of Worship	560	All places of worship
Day Care Center	565	Generally includes facilities for care of pre-school aged children, generally includes classrooms, offices, eating areas, and playgrounds
Elementary School	520	Serves students attending kindergarten through the fifth or sixth grade; usually located in residential communities
Middle School / Junior High School	522	Serves students who have not yet entered high school, and have completed elementary school
High School	530	Serves students who have completed middle or junior high school
Junior / Community College	540	Two-year junior, community, or technical colleges
University / College	550	Four-year universities or colleges that may or may not offer graduate programs
MEDICAL		
Clinic	630	Facilities with limited diagnostic and outpatient care
Hospital	610	Medical and surgical facilities with overnight accommodations
Nursing Home	620	Rest homes, chronic care, and convalescent homes with residents who do little or no driving
Animal Hospital/Veterinary Clinic	640	Facilities that specialize in the medical care and treatment of animals
OFFICE		
Corporate Headquarters Building	714	Office building housing corporate headquarters of a single company or organization
General Office Building	710	Office buildings which house multiple tenants
Medical-Dental Office Building	720	Multi-tenant building with offices for physicians and/or dentists
Single Tenant Office Building	715	Single tenant office buildings other than corporate headquarters
Office Park	750	Office buildings (typically low-rise) in a campus setting and served by a common roadway system

Table 11 (Cont'd). Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
COMMERCIAL		
Automobile Related		
Automobile Care Center	942	Automobile repair and servicing including stereo installations and upholstery
Automobile Parts Sales	843	Retail sale of auto parts but no on-site vehicle repair
Gasoline/Service Station	944	Gasoline sales without convenience store; may include repair or car wash
Gasoline/Service Station w/ Conv Market	945	Gasoline sales with convenience store where the primary business is gasoline sales, with at least 10 fueling positions
New Car Sales	841	Used automobile sales dealerships; may include automobile servicing, and parts sales
Quick Lubrication Vehicle Shop	941	Primary business is to perform oil changes and fluid/filter changes with other repair services not provided
Self-Service Car Wash	947	Has stalls for driver to park and wash the vehicle manually
Tire Store	848	Primary business is sales and installation or repair of tires; usually do not have large storage or warehouse area
Dining		
Fast Food Restaurant with Drive-Thru Window	934	High-turnover fast food restaurant for carry-out and eat-in customers with a drive-through window
Fast Food Restaurant without Drive-Thru Window	933	High-turnover fast food restaurant for carry-out and eat-in customers, but without a drive-through window
High Turnover (Sit-Down) Restaurant	932	Restaurants with turnover rates less than one hour; typically includes moderately-priced chain restaurants
Quality Restaurant	931	Restaurants with turnover rates of one hour or longer; typically require reservations
Coffee/Donut Shop with Drive-Thru Window	937	Coffee and Donut restaurants with drive-through windows, hold long store hours and have limited indoor seating
Other Retail		
Free-Standing Discount Store	815	Category includes free-standing stores with off-street parking; typically offer a variety of products and services with long store hours
Nursery (Garden Center)	817	Building with a yard of planting or landscape stock; may have office, storage, shipping or greenhouse facilities
Home Improvement Superstore	862	Warehouse-type facilities offering a large variety of products and services including lumber, tool, paint, lighting, and fixtures, among other items.
Pharmacy/Drugstore w/o Drive-Thru Window	880	Facilities that primarily sell prescription and non-prescription drugs without a drive-through window
Pharmacy/Drugstore w/ Drive-Thru Window	881	Facilities that primarily sell prescription and non-prescription drugs with a drive-through window
Shopping Center	820	Integrated group of commercial establishments; planning, owned, and managed as a unit
Supermarket	850	Primary business is sale of groceries, food, and household cleaning items; may include photo, pharmacy, video rental, and/or ATM
Toy/Children's Superstore	864	Businesses specializing in child-oriented merchandise
Department Store	875	Free-standing stores that specialize in the sale of apparel, footwear, bedding, home products, jewelry, etc.
SERVICES		
Walk-In Bank*	911	Banks with their own parking lots, no drive-in lanes but contain non-drive-through ATMs
Drive-In Bank*	912	Banking facilities to conduct financial transactions from the vehicle; also usually a part of walk-in bank
Hair Salon	918	Facilities that specialize in cosmetic and beauty services including hair cutting and styling

*These land uses exclude "Alternative Financial Services Businesses" as defined in City Code Chapter 25 Article 1.

VI. SAMPLE CALCULATIONS

The following section details two (2) examples of maximum assessable Street Impact Fee calculations.

Example 1:

Development Type - One (1) Unit of Single-Family Housing in Service Area G

Street Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 10 [Land Use – Vehicle-Mile Equivalency Table] Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 4.26
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	From Table 9, Line 24 [Maximum Assessable Fee Per Service Unit] Service Area G: \$3,071
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 1 * 4.26 * \$3,071 Maximum Assessable Impact Fee = \$13,082.46

Example 2:

Development Type – 125,000 square foot Home Improvement Superstore in Service Area I

Street Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	From Table 10 [Land Use – Vehicle-Mile Equivalency Table] Development Type: 125,000 square feet of Home Improvement Superstore Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 3.52
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	From Table 9, Line 24 [Maximum Assessable Fee Per Service Unit] Service Area I: \$1,712
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 125 * 3.52 * \$1,712 Maximum Assessable Impact Fee = \$753,280

VII. ADOPTION AND ADMINISTRATION OF STREET IMPACT FEES

A. Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Street Impact Fees. An Impact Fee Advisory Committee (IFAC) is required to review the Land Use Assumptions and Street Impact Fees RCP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This IFAC also reviews the Street Impact Fee ordinance and provides its findings to the City Council. The composition of the IFAC is required to adequately represent the building and development communities. The City Council then conducts a first public hearing on the Street Impact Fee Study and a second public hearing on the Street Impact Fee Ordinance.

Following policy adoption, the IFAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Street Impact Fees RCP at any time within five years of adoption. Finally, the IFAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

B. Collection and Use of Street Impact Fees

Street Impact Fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Street Impact Fees are collected when a building permit is issued. Therefore, funds are not collected until development-impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection, or must be refunded with interest.

VIII. CONCLUSIONS

The City of Austin has established a process to implement the assessment and collection of Street Impact Fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the maximum allowable Street Impact Fee that could be assessed by the City of Austin, as shown in the previously referenced **Table 9**.

This document serves as a guide to the assessment of Street Impact Fees pertaining to future development, and the City's need for transportation improvements to accommodate that growth. Following the public hearing process, the City Council may establish an impact fee amount to be collected, up to the calculated maximum and establish the Street Impact Fee Ordinance accordingly.

In conclusion, it is our opinion that the data and methodology used in this analysis are appropriate and consistent with Chapter 395 of the Texas Local Government Code. Furthermore, the Land Use Assumptions and the proposed Street Impact Fee Roadway Capacity Plan are appropriately incorporated into the development of the maximum assessable Street Impact Fee.

Below is the listing of the 2019 Street Impact Fee Study's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)	Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	\$1,472	I	\$1,712
B	\$4,479	J	\$3,724
C	\$3,642	K	\$5,752
D	\$2,218	L	\$2,520
DT	\$1,361	M	\$2,415
E	\$2,043	N	\$1,507
F	\$1,604	O	\$3,921
G	\$3,071	P	\$3,011
H	\$1,543		

APPENDICES

A. Conceptual Level Project Cost Projections

SERVICE AREA A
SERVICE AREA B
SERVICE AREA C
SERVICE AREA D
SERVICE AREA DT
SERVICE AREA E
SERVICE AREA F
SERVICE AREA G
SERVICE AREA H
SERVICE AREA I
SERVICE AREA J
SERVICE AREA K
SERVICE AREA L
SERVICE AREA M
SERVICE AREA N
SERVICE AREA O
SERVICE AREA P

B. Street Impact Fee RCP Service Units of Supply

C. Plan for Awarding the Street Impact Fee Credit Summary

D. Plan for Awarding the Street Impact Fee Credit Supporting Exhibits